

# The Hongkong Telegraph.

(ESTABLISHED 1851)

NEW SERIES No. 5847

四月十一日二十三年

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.  
CAPITAL SUBSCRIBED ..... £24,000,000  
CAPITAL PAID UP ..... £21,000,000  
CAPITAL UNCALLED ..... £3,000,000  
RESERVE FUND ..... £15,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU. NAGASAKI. SHANGHAI. NEWCHWANG. LYONS. SAN FRANCISCO. MUKDEN. BOMBAY. PORT ARTHUR. TIENTSIN. CHEFOO. DALNY. KORE. TIE-LING. LONDON. OSAKA. NEW YORK.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARIS BANK, LTD.

THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TAKERO TAKAMICHI,

Manager.

Hongkong, 22nd September, 1906. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID UP ..... £800,000  
RESERVE LIABILITY OF SHARE-HOLDERS ..... £800,000  
RESERVE FUND ..... £975,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 PER CENT. PER ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS AT 5 PER CENT.

6 " 4 "

3 " 3 "

T. P. COCHRANE

Manager.

Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$ 3,250,000  
RESERVE FUND ..... GOLD \$ 3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 "

3 " 3 "

No. 9, Queen's Road Central, Hongkong.

H. PINCKNEY,

Manager.

Hongkong, 17th October, 1906. [20]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (Netherlands Trading Society.) ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000). RESERVE FUND FL. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascoeroan, Tjilatap, Padang, Medan (Del), Palembang, Kota Radja (Acheen), Telok-Semawe (Achseen), Bandjermasius, etc.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Ceylon, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues Letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4%

Do. 3 do. 3%

J. ENGEL,

Agent.

Hongkong, 28th February, 1906. [28]

## Hotel.

# HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES,  
Manager. [25]

Hongkong, 15th March, 1906.

SATURDAY, DECEMBER 29, 1906.

## Stats.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
HONGKONG and ANTWERP via SINGAPORE, PENANG and COLOMBO, PORT SAID and MARSEILLES	NAMUR, JAVA, and	About 6th Freight and Passage.	Ahead (not) Freight, and
HONGKONG	Capt. H. W. Keppel, R.N.	January	Passage.

For further particulars, apply to

E. A. REWETT, Superintendent.

Hongkong, 29th December, 1906. [4]

## Intimations.

### LANE, CRAWFORD & CO.

#### USEFUL PRESENTS.

##### FOR LADIES.

Fitted Dressing Bags, Feather Boas, Silk Blouses, Lace Collars, Umbrellas, &c., &c., &c.

##### FOR GENTLEMEN.

Dressing Gowns, Pipes, Smoking Jackets, Cigar & Cigarette Tubes, Silk Mufflers, Dressing Cases, Fitted Suit Cases, Walking Sticks, &c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 27th December, 1906.

## V. O. S.

AND

### EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK MACGREGOR & CO., WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hongkong, 18th December, 1906. [46]

### HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

#### CHEAP EXCURSIONS TO MACAO.

SATURDAY, 29th December.

THE Company's Steamship

##### "HONAM"

will depart from the COMPANY'S WHARF at 2 P.M.

Return fare, 1st Class, £1.00

returning departure from Macao about 7.30 P.M.

2nd Class, available to return on Sunday or Monday £.20

OTHER RATES AS USUAL.

SUNDAY, 30th December.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

Luncheon and Refreshments supplied on board.

Popular Excursion Rates as usual.

Children under 12 years Half Price. NO CHITS will be accepted and servants' passages must be paid for.

W. E. CLARKE

Agent, FOWLER

[104]

大英里 約九月二十英里

SINGLES COPY. TO CNTY.

## Intimations.

### JAPAN COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE:—SUZUOGA-CHO, TOKYO.  
LONDON BRANCH:—34 LINNE STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinura, Kanada, Mamada, Manoura, Onoura, Otsuji, Sakahara, Tsubakuro, Yoshinotani, Yoshi, Yunokihara and other Coals.

S. TANAKA, Manager, Hongkong.

Telegraphic Address: "MITSUI" (A.R.U. and A.I.Oodes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichinura, Kanada, Mamada, Manoura, Onoura, Otsuji, Sakahara, Tsubakuro, Yoshinotani, Yoshi, Yunokihara and other Coals.

S. TANAKA, Manager, Hongkong.

45]

BEAR IN MIND

THAT THE "BEAR" BRAND

IS

### PURE SWISS MILK.

Ask your Storekeeper for it. Take no other.

1. Unsweetened Condensed Milk.

2. Natural Milk Sterilized—not Condensed.

3. Sterilized PURE CREAM, contains 25% Butterfat.

4. B.A.C. Chocolate and Milk in liquid form.

HIGHLY RECOMMENDED.

ADOPTED IN NAVAL AND MILITARY HOSPITALS.

THE BERNESE ALPS MILK CO.

Stalden, Switzerland.

Agents for South China: F. BLACKHEAD & CO.

Hongkong, 20th December, 1906. [122]

### THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET.

MADAME FLINT, Manageress.

NEW GOODS ARRIVED EX S.S. "BORNEO."

HABERDASHERY of every kind.

NEW MILLINERY and DRESS MATERIALS.

NOTE.—The only place in Town employing PARISIAN dressmakers exclusively.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN," .....	3,38 tons.....	Captain W. A. Valentine.
" " "FATSHAN," .....	2,260 "	R. D. Thomas.
" " "KINSHAN," .....	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. and 5 P.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HONAM," .....	4,03 tons.....	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 P.M.		
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.		

Departures from Macao to Hongkong on week days at 7.30 A.M.

On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....	219 tons.....	Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.		
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.  
THE CHINA NAVIGATION COMPANY, LTD., AND THE IND.-CHINA STEAM NAVIGATION  
CO. LTD.

## CANTON-W. JCHOW LINE.

S.S. "SAINAM," .....	588 tons.....	Captain J. Willow.
" " "NANNING," .....	560 "	C. Buchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

## JAVA-CHINA-JAPAN LIJN.

## REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHII.....	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP...	JAVA	First half January	JAPAN	First half January
TJIPANAS ...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG...	JAPAN	First half February	JAVA PORTS	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands Indie Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor,  
Hongkong, 17th December, 1906.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

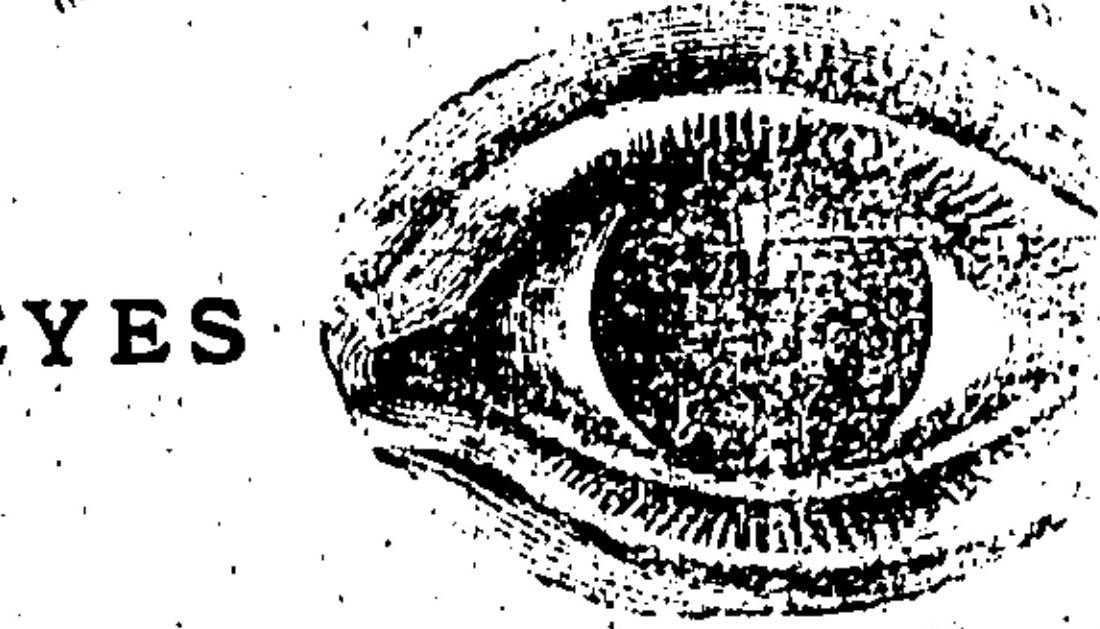
For further information, apply to—

BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. CO.  
HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write, for Illustrated Booklet on "Descriptive Sight"—free.

LONDON, CALCUTTA, SHANGHAI,

51, John Street, Bedford Row, W.C. 59, Bentinck Street. 366, Nanking Road.

Hongkong, 27th November, 1906. [48]

## Dentistry.

DR. M. H. CHAUN,

THE LATEST METHOD  
of

AMERICAN SYSTEM OF DENTISTRY,  
37, DES VŒUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 2nd July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 2nd July, 1906. [49]

## SAILINGS.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTO PORTS;

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND  
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSEN	WEDNESDAY, 13th March.
PRINZESS ALICE	WEDNESDAY, 13th April.
PRINZ LUDWIG	WEDNESDAY, 27th April.
Zieten	WEDNESDAY, 10th May.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th May.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 2nd day of January, 1907, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st January, and Parcels will be received at the Agency's Office until NOON, on THURSDAY, the 1st January.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$1.00 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency, at current sight Bank rate of exchange on the day of payment.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. o. o.	\$42. o. o.	\$22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA or GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
VIA BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer, is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers in Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN	1,793	FRIDAY, 4th January, 1907.
MANILA	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR	3,227	

## Intimation.

**POWELL'S**

28, Queen's Road

(OPPOSITE THE CLOCK TOWER).

**SMART,  
EXCLUSIVE  
WAISTCOATS.****KNITTED  
WOOLLEN.**THE LATEST  
DESIGNS AND  
COLOURINGS  
\$6.00 to \$14.50  
Each.**FLANNEL  
STRIPES & CHECKS**  
well-cut,  
\$6.00 to \$8.75  
Each.**TATTERSALLS**  
LINED FLANNEL,  
perfectly built,  
\$10 each.**DRESSING  
GOWNS**CLOTH, WOOLLEN,  
CAMELHAIR,  
\$10 to \$50  
Each.**SMOKING  
JACKETS**very comfortable wear,  
\$10 to \$25  
Each.

INSPECTION INVITED.

**Wm. POWELL, Ltd.,  
Geni's Outfitters,  
HONG KONG.**

Hongkong, 28th December, 1906.

## To Let.

## TO LET.

No. 8, D'AGUILAR STREET,  
suitable for

SHOP AND DWELLING

HOUSE,

at present occupied

by

Messrs. K. A. J. CHOTIRMALL  
MALL & Co.,who will shortly remove  
toNo. 64, QUEEN'S ROAD  
CENTRAL.Apply to—  
K. A. J. CHOTIRMALL & CO.  
Hongkong, 12th November, 1906. [530]

## TO LET.

EUROPEAN SHOPS, OFFICES, and  
GODOWNS (suitable for Dry Goods  
Storage) at No. 14, Des Voeux Road Central,  
(formerly occupied by Messrs. Shaw, Tones  
& Co.).

Apply to—

HO-TUNG,  
Compradore Department,  
Jardine, Matheson & Co.  
Hongkong, 26th September, 1906. [149]

## TO LET.

ONE GODOWN, at EAST POINT, close to  
the Water, suitable for the storage of any  
Cargo.

Apply to—

JARDINE, MATHESON & Co.  
Hongkong, 15th October, 1906. [1009]

## TO LET.

FOUR-ROOMED HOUSE on PRAVA  
EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.  
Hongkong, 26th November, 1906. [1142]

## TO LET.

A FLAT and THREE ROOMS, near the  
Hongkong Bank, suitable for Offices.  
Moderate rental.

Apply to—

X. Y. Z.  
C/o Hongkong Telegraph.  
Hongkong, 17th October, 1906. [1013]

## TO LET.

N. 1, WEST END TERRACE, Shamian,  
Canton.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 10th December, 1906. [1183]

## TO LET.

"RANFURLY," CONDUIT ROAD.  
OFFICES in KING'S BUILDING and  
YORK BUILDING.  
GODOWNS on PRAVA EAST.

Apply to—

A HOUSE in CLIFTON GARDENS, Con-  
duit Road.

Apply to—

A HOUSE in RIPPON TERRACE.  
A HOUSE in WONG-NEI-CHONG ROAD.  
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 14th December, 1906. [172]

## TO LET.

A HOUSE in KNUTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 31st July, 1906. [789]

## TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD,  
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND  
& LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 7th November, 1906. [1073]

## INSURANCE.

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

Apply to—

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1906. [189]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
THURSDAY,  
the 3rd January, 1907, at 11 A.M., at their  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns, at Kowloon,  
FOUR MOTOR BOATS  
(more or less damaged).TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 27th December, 1906. [1243]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
THURSDAY,  
the 3rd January, 1907, at 2 P.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,  
A LARGE ASSORTMENT OF  
SILVER AND IVORY WARE,  
Comprising:—SILVER BOWLS, CUPS, POWDER  
BOXES, CARD CASES, VASES, SALT  
CELLARS, BUCKLES, HAT PINS, &c., &c.;  
ALSOA quantity of CARVED IVORY FIGURES,  
PHOTO FRAMES, &c., &c.;  
ANDA number of SILK-EMBROIDERED  
BED and PILLOW COVERS, TABLE and  
CUSHION COVERS.

Catalogues will be issued.

TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 28th December, 1906. [1246]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
FRIDAY,the 4th January, 1907, at 11 A.M., at the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns,  
65 Bales PAPER.TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 27th December, 1906. [1244]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
SATURDAY,the 5th January, 1907, at 2.30 P.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street.

SUNDRY

VALUABLE HOUSEHOLD FURNITURE,  
Comprising:—DOUBLE and SINGLE IRON BED-  
STEADS with WIRE and HAIR MAT-  
TRESSES, TEAKWOOD WARDROBES with  
BEVELLED GLASS, WRITING  
TABLES, TEAKWOOD SIDEBOARDS and  
DINNER WAGGONS with GLASS,  
MARBLE-TOP WASHSTANDS, GLASS  
and CROCKERY WARE, PICTURES,  
&c., &c., &c.;  
ALSOA quantity of  
CANTON CARVED BLACKWOOD WARE;  
AND  
One GENT'S BICYCLE, English-make  
(almost new).  
Catalogues will be issued.TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 27th December, 1906. [1245]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
ON

WEDNESDAY,

the 23rd January, 1907, commencing at 3 P.M.,  
on Board the "Rambler," the following:  
H.M. Surveying Vessel

"RAMBLER,"

Single Screw, Composite built, Copper  
Sheathed,

Displacement ..... 85 tons.

Indicated Horse Power ..... 650 N.D.

Extreme Length ..... 103 ft. 3 in.

Extreme Breadth ..... 29 ft. 6 in.

Built ..... 1880.

Compound Surface  
Condensing.

Horizontal, by 1 Idler.

Propeller ..... One (trifid) Gun  
metal.Boiler ..... Three Cylindrical  
Direct Tubular.

Load on Safety Valves ..... 60 lbs.

Distilling Condenser ..... Two Normandy's

Single No. 10 distilling 2,688 gallons  
of water per 24 hours.

HULK "MUDGE,"

Late Twin Screw Gun Vessel, 603 tons,

Composite built, Copper Sheathed.

Length ..... 155 ft. 6 in.

Breadth ..... 25 ft. 6 in.

To Be Sold as they now lie in Hongkong

Harbour, with all fittings, &amp;c., on board.

A list of fittings, &amp;c., to be sold with H.M.

Surveying Vessel.

The Admiralty will not be responsible for  
any errors in description of ship, fittings,  
stores, &c.

The Vessel will be OPEN TO INSPECTION:

For Seven days before date of Sale, between 10  
A.M. and Noon and 2 and 4 P.M. (Sunday excepted).Inspecting Orders can be obtained from the  
Auctioneers.

TERMS:—Cash before delivery; 5% per cent.

of the purchase money to be paid on the fall of  
the hammer, balance and the clearance to be  
effected within 7 days after date of sale.HUGHES & HOUGH,  
Government Auctioneers.

TRIAL ORDER SOLICITED.

Hongkong, 28th December, 1906. [1246]

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
MONDAY,the 1st December, 1906, at 11 A.M., at their  
Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,

AN ASSORTMENT OF ARTICLES

suitable for New Year's Gifts;

ALSO

100 Boxes MESSALINA CIGARS.

Special Holiday Stock in Daily Gift Boxes.

TERMS:—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 24th December, 1906. [1236]

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## Intimation.

A. S. WATSON & CO.,  
LIMITED.

NEW YEAR  
PRESENTS.

PIVER'S FANCY TOILET  
CASES  
(Containing Soap, Perfume, Powder and  
Toilet Water.)

Manicure Sets.  
Pipes, Cigar and Cigarette Holders  
and Cases.  
Cut Glass Bottles, Silver Mounted  
and Plain.  
Houbigant's Ideal and Royal Per-  
fumes.  
Roger and Gallet's Fleur D'Amour,  
Yera Violetta and other Per-  
fumes.  
Piver's Trefle, Azurea and Coryo-  
lopsis Perfumes.

CRYSTALLISED FRUITS.  
Pascall's & Cadbury's Confection-  
ery in Fancy Boxes.

WINE AND SPIRIT HAMPERS.  
Containing our well known Brands of.  
PORT, SHERRY, WHISKY,  
BRANDY, &c.  
\$15.00, \$20.00 and \$25.00 (The last named  
includes 12 oz. quarts of St. Marceaux  
1898, the Wine of the Entente Cordiale  
Celebrations in Paris.)

A. S. WATSON & CO.,  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.  
Hongkong, 26th December, 1906. (34)

**NOTICE.**  
All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.

The Editor will not undertake to be responsible for  
any rejected MSS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.  
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On application by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty  
cents.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, DECEMBER 29, 1906.

DOMESTIC SERVANT QUESTION.

The servant problem appears to be one of increasing difficulty in this Colony, but more especially in Kowloon, though the reason for the distinction it would appear impossible to unravel. Householders there bitterly complain that they are almost afraid to reprimand their "boys" for their peccadilles, while to prosecute them for misdemeanours punishable by law spells "boy-cott," as far as their domestic service is concerned. We are informed by one who has resided for some years in Kowloon, that he had a great deal of trouble with his servants, as, if he had occasion to dismiss a boy, or to prosecute one, for good and sufficient reasons, the other boys in his service immediately left without notice, and he had practically, to search the highways and byways of the Colony to replace them, for the dismissed servants made it their business to induce all other boys to boycott the house. Thus a boy who seemed suitable, and was engaged for service, after promising to return at a certain hour to commence work, would be subsequently pounced upon by one of the "sacked," and warned, even with threats, not to return to that house again, to the extreme annoyance and inconvenience of the master and mistress. In the case under notice the latter retaliated, and in turn "boycooted" all servants in this Colony, Cantonese, Hakka and the rest, and imported servants from a more distant province, and has, in consequence, never had any trouble with his domestics since. This is one of several cases that have been brought to our notice, and brings us once again to the old subject of the registration of domestic servants. The "Chit" system (by way

of "Character") is useless, as has been proved time and again in India, where the "chits" are lent, over and over again, to secure a man service, because he happens to be chitless, and thus a chit once signed and delivered does duty for innumerable domestics, the females, in this respect, being no whit better than the males. Registration is the only remedy for a constantly increasing evil, and registration the Colony ought to have. The pros and cons on the subject of registration have been frequently adduced and ventilated in the columns of the local press, and the unbiased mind cannot but admit that the pros far outweigh the cons. There appears to be a sort of trades union or "boys' guild" operating, but the police are powerless to do anything to break it up, for it has "neither a habitation nor a name," the meetings being held anywhere, and everywhere, and it is more than probable that the constant prosecutions of boys out of employment for being found in the servants' quarters of private residences, without the knowledge or consent of the masters or mistresses, are the result of one of these casual meetings of the "guild" or "union." However that may be, the servants appear, from all accounts, to be going from bad to worse, and there appears to be no conceivable remedy but the one mentioned above—Registration.

## LOCAL AND GENERAL.

M. R. E. S. Giegdon, barrister-at-law, was admitted to practise at H.H.M.'s Supreme Court, Shinghui, on 20th inst.

A SECOND number of *The Godown* has appeared. If, lives much longer, it will be said of Shanghai in the immortal words of the old (or was it a young) bard: *Materis non ulta, videt descendit encum.*—N. C. D. News.

MR. W. H. Donald, of Hongkong, has been appointed a Commissioner of the N.S.W. Supreme Court to take Oaths and Affidavits and the Acknowledgments of Married Women, the Commission being given under the hand of Sir Frederick Darley, P.C., chief Justice of the State.

HIS Excellency the Officer Administering the Government has been pleased to appoint provisionally or until further notice Major A. Chapman, Hongkong Volunteer Corps, to act as Commandant, Hongkong Volunteer Corps, vice Major C. G. Pritchard, R.C.A., on leave, over they were ordered to give each of the complainants fifty cents' compensation.

## HONGKONG LADY'S DELUSION.

BELIEVED SHE WAS QUEEN OF ENGLAND.

The will of a lady who suffered from the delusion that she was Queen of England, and who executed the document while confined in Portsmouth Lunatic Asylum, formed the subject of litigation in the Probate Division on the 24th ult.

The will was that of Mrs. Ada Bhakha Mary Frayling, and the plaintiff in the suit was Mrs. Florence Amelia Johnson, wife of Major Johnson, of Southsea, and the defendants were the two brothers and sister of the testatrix—Mr. Percy Albert Hurst, Mr. Edgar Ernest Hurst, and Mrs. Elizabeth F. Gooding, who alleged that the will was not duly executed, Mrs. Frayling being of unsound mind at the time.

Mr. Bayford, for the plaintiff, said the testatrix by her will, which was dated 7 March, 1905—the day before her death—left to her sister, Mrs. Johnson, all her property, consisting of a house at Southsea and some Chinese bonds, altogether of the value of £800.

All their lives Mrs. Frayling and Mrs. Johnson had been on very friendly terms, and testatrix being married from her sister's house in Hongkong in 1876, Mr. Frayling was a bandit in the Ionian Artillery Company.

In February of this year the testatrix became suddenly ill, and went to stay with Major and Mrs. Johnson; on 20 Feb. she was taken with a sharp attack of mania, and was removed to Portsmouth Asylum.

She was undoubtedly mad, said counsel, when she went into the asylum, but on 7 March, when she made the will, the medical officers in attendance were quite satisfied that she knew what she was doing, and was mentally capable of making a will.

Mr. Bayford read the medical certificate on which testatrix was admitted to the asylum, stating that she had to be held down in bed because of violence, refused to answer questions, said she was about to become Queen of England, and had ordered her state coach, and rambled a lot about the presence of spirits.

On 24 Dec. the doctor reported that when admitted the patient would not speak, and turned round in bed and gazed at the wall.

On 2 March she refused to take any food, and it had to be forced on her. She raved incessantly, and "knocked herself about violently and spitefully."

On 4 March the doctor's report ran:

"Patient very exhausted now and too worn out to resist. Takes her food very well now. Seems clearer-minded, but does not speak very feeble and prostrate with exhaustion from mania."

On 7 March the report stated that she had collapsed, and brandy had to be administered at frequent intervals.

"She is conscious, and has recognised her sister, Mrs. Johnson, with her most of the day."

The doctor also recorded how, after Mrs. Johnson asked her sister whether she wished to make a will, he asked her, and she replied,

"Yes."

Six slips of paper were then prepared containing the names in large writing of testatrix's four brothers and sisters and two relatives. The names were shown separately to the patient, who shook her head each time till she came to the slip on which the name "Fay" was written, when she nodded her head and whispered, "Yes."

The solicitor who was present then made out a short will, which was read over slowly to the patient, who, with the help of Dr. Mumby, made her mark.

The jury found that the will was properly executed. His lordship therefore pronounced for it, each party to pay their own costs.

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## TELEGRAM.

[Reuters.]

## Russia in the Far East.

London, 27th December.

The military correspondent of the *St. James Gazette* scouts the idea that Russia has become a negligible quantity, and concludes from an estimate of the strength of the army in the Far East, in Central Asia, and the expenditure on the trans-Siberian railway, that Russia will be better prepared for war than before. In view of the Anglo-Japanese alliance, it is difficult to regard without concern the retention of a large Russian army on a permanent footing in the Far East.

The Japanese Minister to Russia has gone to spend Christmas, and in the meanwhile the conference with Russia is suspended.

## THE "VARUNA."

## MOST POWERFUL TUG IN THE EAST.

LAUNCHED IN SINGAPORE.

In the early part of the year the Tanjong Pagar Dock authorities decided to build a powerful tug and salvage steamer to be superior to the present tug *Mercury* and *Sunda* and on June, the keel of the projected vessel was laid down at Keppel Harbour. Since then the work has steadily progressed and to-day the *Varuna*, as the vessel is called, lies ready for launching, says the *S. E. Press* of 21st inst.

The *Varuna*, it is claimed, will be the most powerful tug and salvage steamer in the East and under no circumstances some description of her will not be out of place. To begin with, it may be explained that the *Varuna* is the name of an old Hindoo deity, the equivalent of *Neptune*, and is pictured as a white man on a horse, but instead of the trident the god carries a club and a rope. The name is certainly well-chosen, being euphemistic and very applicable to the vessel and a port from which the "white man" rules the water.

To describe how vastly superior the new steamer is to the old tugs can best be done by comparing her with them. She is ten times more powerful than the *Mercury*; the biggest of the old pair, and is really an ocean-going tug and salvage steamer. Her length is 20 ft., beam 28 ft., and draught 13 ft. Her double set of triple expansion engines develop nearly thirteen hundred horse power whilst the tandem engines of the old *Mercury*—once looked upon as a regular Trojan—can only grind out 220 horse power. Still for thirty-five years the name-sake of the winged God has served her purpose admirably and is good for many more yet, her voyage to Manila shortly to bring up the U. S. transport *McClellan* vouching for this. Not only is the *Varuna* of tremendous towing power, but she is to have the most modern and powerful salvage apparatus, not the least of which is a powerful Merryweather fire pump which was specially ordered out from home for her. This giant pump is capable of throwing ten tons of water a minute and one has to ponder over the statement before it is quite realised. All the salvage machinery on the vessel will be driven by electricity and she has tools—drilling machines, etc.—which can be operated under water when at work on the submerged portion of a ship's hull. There are also powerful electric lights for use above and below water and the principal of these is a 70,000 candle power search-light which should prove useful in picking up a stricken vessel at night. The Merryweather pump can either be used as a fire pump or a salvage pump and like all the word of this well-known firm is simple and strong. Slightly forward the *Varuna* will have a handy derrick by which all her own salvage gear and any extra apparatus may be handled easily and quickly. The engine-room is an interesting part of the little steamer for she is engined like a destroyer. The high pressure cylinder is 33 in. in the intermediate 22-in. and the low pressure 36-in. whilst the stroke is 22-in. The power for the twin engines comes from duplicate Marine return-type boilers which have three furnaces each. The machinery was all made at the Docks, the pump and the electrical apparatus being the only things obtained from home. On either side of the engineroom aft are the coal bunkers which have a capacity of 120 tons, this giving the vessel a steaming radius of 1,764 miles—seventy days at a steady 10 knots, the *Varuna*'s full speed being estimated to touch fifteen knots.

Besides being invaluable for salvage work the *Varuna* will find plenty of work at the wharves on which to utilise her great strength—particularly in towing big vessels away from the wharves where the strength of the current often keeps them bound in. Her twin screws and short hull ought to make her an easy craft to turn and indeed it is believed that it will be able to turn her in her own length.

The *Varuna* will take the water shortly after noon to-day, and yesterday preparations for her launch were being made. The "christening" is to be performed by Lady Evelyn Young and is timed for noon sharp, high water being at 0.12 p.m. On the starboard bow of the vessel, which points landward all vessels being launched stern first, a small platform has been erected and from this Lady Evelyn Young will cut the ribbon and smash the bottle of champagne over the bows.

All around the vessel a space has been cleared, and yesterday the ways were greased with large quantities of soft soap and tallow so that the vessel on the slipway may glide easily into the water.

Early this morning the shears, bilge blocks and keel blocks were knocked away and the vessel was "put on the daggers" as it is called. The "daggers" are two trusses or wedges which hold the sliding way on the permanent way and when these are knocked free the sliding way will carry the *Varuna* to the water.

Immediately after her launch the *Varuna* will be towed away to Tanjong Pagar to have her engines and boilers put into her, and then she will go into one of the dry docks for the final work.

## THE SITUATION IN CHINA.—II.

## A MODEL GERMAN SETTLEMENT.

BY ONE ON THE SPOT.

In conjunction with the feverish muddle at Peking, the actions described in my previous article afford ample indication that the caldron of Chinese politics is in an extremely agitated state. But when to this is added the fact that the temper of the people generally is being worked up to the required pitch by every stealthy move possible and dear to the heart of the mandarin, the possibility of the caldron boiling over is so evident as to require no further comment. Taking advantage of the state of famine which perennially exists in certain provinces throughout the country, the mandarins are making use of the power to control its transport, which is vested in them, to create a huge corner in rice. Rice is a dutiable commodity; that is, it is subject to "likin" or internal excise, and can only be transported from place to place under a permit issued by the officials of various ranks. The officials regard this power as their main source of income, and are at all times ready to use it for their own benefit. At this juncture it is useful in a double sense, as by creating an artificial scarcity in a land where the vast majority of the people live from day to day on the verge of starvation, they not only make their "squeezes," but inflame the passions of the populace by the most powerful of all agents—an appeal to their stomachs. Amongst these fearfully ignorant people like the Chinese it is a very simple matter for their ultra-conservative officials to shift the onus of this state of affairs on to the shoulders of the "Foreign Barbarian," as he is still called—this 27th of September instant—in the official *Peking Gazette*.

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Early this morning the shears, bilge blocks and keel blocks were knocked away and the vessel was "put on the daggers" as it is called. The "daggers" are two trusses or wedges which hold the sliding way on the permanent way and when these are knocked free the sliding way will carry the *Varuna* to the water.

Immediately after her launch the *Varuna* will be towed away to Tanjong Pagar to have her engines and boilers put into her, and then she will go into one of the dry docks for the final work.

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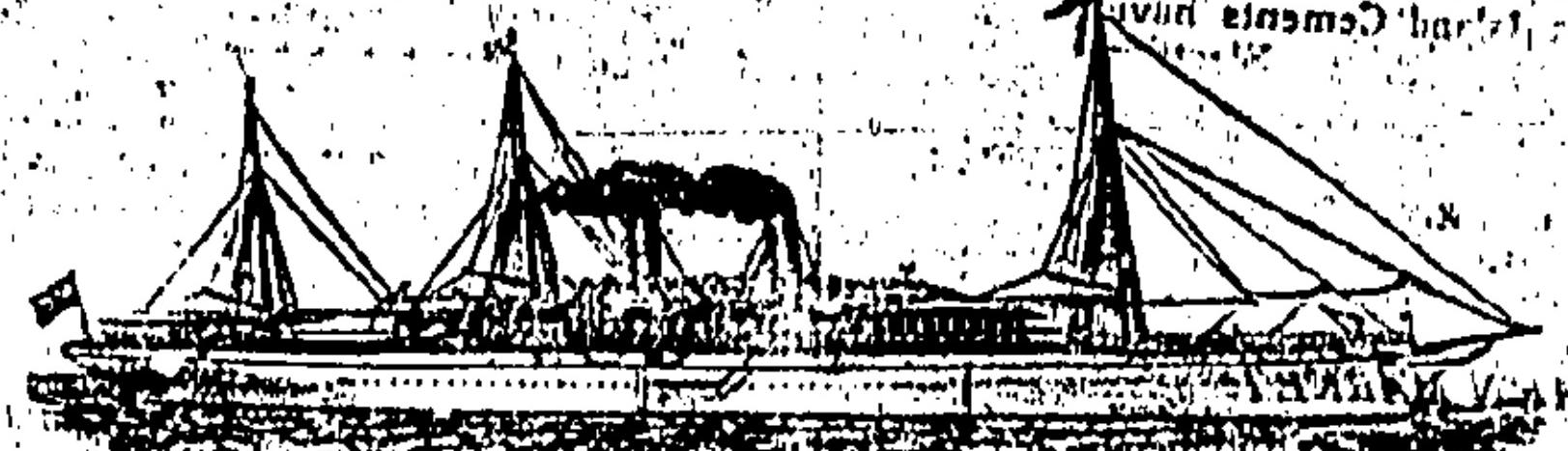
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## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,250	WEDNESDAY, January 9th	February 2nd
"EMPEROR OF CHINA"	6,000	THURSDAY, January 17th	February 4th
"MONTEAGLE"	6,163	WEDNESDAY, January 23rd	February 16th
"EMPEROR OF INDIA"	6,000	THURSDAY, February 14th	March 4th
"ATHENIAN"	3,882	WEDNESDAY, February 20th	March 16th
"EMPEROR OF JAPAN"	6,000	THURSDAY, March 14th	April 1st
"EMPEROR"	steamer will depart from Hongkong at 4 P.M.		

Intermediate steamer at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class....., via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,

Hongkong, 20th December, 1906. Corner Pedder Street and Praya.

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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On

SHANGHAI VIA SWATOW ..... CHOYSANG ..... TUESDAY, 1st Jan., Daylight.

SINGAPORE, PENANG &amp; CALCUTTA KUMSANG\* ..... THURSDAY, 3rd Jan., 3 P.M.

MANILA ..... YUENSANG\* ..... FRIDAY, 4th Jan., 4 P.M.

Taking cargo on through Bills of Lading to Chinkoo, Tientsin, (via Ching Wan Tao) and Yangtsze Ports.

These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 29th December, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

YOKOHAMA and KOBE	CHINGTU	1st January, 4 p.m.
TAKOW	NANCHANG	2nd "
SWATOW, AMOV, FOOCHOW and SHANGHAI	KANSU	2nd "
MANILA	TAMING*	2nd "
SHANGHAI	YUCHOW*	4th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, GEBU and ILOILO	CHANGSHA*	5th "
	SUNGKANG	12th "

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo and passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 29th December, 1906.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 5th Jan., at NOON.
RUBRI	2540	R. Almond	"	SATURDAY, 12th Jan., at NOON.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 29th December, 1906.

## HONGKONG NEW YORK.

## AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship About

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO., General Agents.

Hongkong, 29th November, 1906.

## Shipping—Steamers.

HAMBURG AMERIKA LINIE.  
PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HAESBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH, in addition to the above steamers, the ss. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

## Outward.

## Homeward.

FOR THE STRAITS, COLOMBO,

ADEN, SUEZ, PORT SAID,

NAPLES, PLYMOUTH, HAVRE

AND HAMBURG.

ANDALUSIA ..... 3rd January.

HOHENSTAUFEN ..... 11th January.

AMBRIA ..... 15th January.

SPEZIA ..... 25th January.

SILESIA ..... 8th February.

FOR NEW YORK.

VANDALIA ..... 5th January.

NUBIA ..... 29th January.

Hongkong, 29th December, 1906.

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TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, VIA JAPAN PORTS (KARATSU, KOBE and YOKOHAMA). THE Steamship

"KASATO MARU," 6,000 tons, Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried. For further information, apply to

K. MATSDA, Manager, York Building, Hongkong, 27th December, 1906.

## Consignees.

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

## "LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports, on THURSDAY, the 3rd January, 1907, at 3 P.M.

For Freight, apply to

DAVID SASSON &amp; CO., LIMITED,

Agents.

Hongkong, 28th December, 1906.

NOTICE TO CONSIGNEES.

S. S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Medoc and Cordonan, from Havre ex s.s. Cordonan, and from Bordeaux ex s.s. Ville de Dunkirk, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 10 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st January, 1907, at Noon, will be subject to rent and landing charges.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No claim will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 27th December, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

## "RAS BERA."

Captain Morris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 30th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 31st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 24th December, 1906.

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NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBORO, ANTWERP, LONDON AND STRAITS.

THE Company's Steamship

## "GLENLOCHY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Plate Glass, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out by mark or stamp and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st January will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. &amp; GOW.

Hongkong, 24th December, 1906.

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THE NEW PREMIUM REMEDY

## THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, I understand, been used in the Courts of Justice of Russia, India, Australia, Malacca, Hongkong, the well-known Chinese Cities, and indeed by all who are regarded as authority in such matters, including the celebrated Lillebonne, who has adopted it, and that it is worth the attention of those who require such a remedy we think there is no doubt. From the time of its introduction it has effected a complete cure in many cases of those diseases (like the fabled philosopher's stone) which have defied the efforts of the world's greatest physicians for centuries past, and beyond the mere power of the most experienced medical men. It has also proved itself a valuable remedy in such diseases as those of the heart, lungs, kidneys, liver, etc., and in many other diseases of the human system.

THE NEW PREMIUM REMEDY

## THERAPION.

which may certainly rank with, if not exceed, any of the discoveries of our day, about which we little contention or noise have been made that has been raised for the last few years.

That this

Cents.

**HIPPING.**

## Arrivals.

Shark—Sa Yu	10
Skate—Po Yu	9
Shrimps—Ha	24
Snapper—Lap Yu	18
Soles—Tat Su Yu	20
Teach—Wan Yu	18
Turbot—Cho How Yu	20
Turtles, small, fresh water—Keo Yu	56
White-Bait—Ngan Yu Choi	18

**FRUITS.**

Almond—Hung Yan	18
Apples, (California)—Kam San Ping Ko	22
(Chefoo)—Tin Chua Ping Ko	1
Small—Hoi Tong	1
Custard—Fan Lai Chi	each

Bananas, fragrant, Canton—Sang Sheng Heung Chu

(brides), Macao—San Heung Chu

Chestnuts, Chinese—Foong Lui

Carambola—Yeung Tou

Coconuts—Veh Tai

Grapes—Siu Tai Tai

Lemons, China—Ning Moong

Amer.—Kum San Ning Moong

Lichees, Dried—Lai Chi Con

Fresh, Lai Chi

Kiwifruit, for Rangoon

Hazel Dollar, for Moji

Fukushu Maru, for Moji

## Departures.

Dec. 29.

Delhi, for Europe	
Inga, for Chinkiang	
Hatching, for Swatow	
Johanna, for Swatow	
Carl Diederichsen, for Hoibow	
K'ang-ching, for Chinkiang	
Kong Tong, for Hoibow	
Shi-kang, for hanhai	
Kuanzhe, for Shanghai	

Passenger departed.

Per Delhi, from Hongkong for Singapore—Sir R. and Lady Gore, Mr. Burry, Col. T. A. and Mrs. Lucas and wife, Mrs. Vaughan Lee, Messrs. F. M. Hicks, Messrs. Lye Wan Choon, Choi Lu Chun and Choi Hoi Tan. For Bombay—Messrs. S. S. Gackwad and R. Rajahally. For Poona—Mr. and Mrs. J. W. Armoas, For Brindisi—Mrs. Blanch Jones and Mr. T. A. Will, F. R. Gibault Mr. and Mrs. H. French. For Marsax (ex—Mr. F. Jacob, Mr. O. Bell and Lewis. For London—Messrs. Franklin Thores, Fisher, T. Souby and Layard and F. Kerr).

Per Korea, for San Francisco, c.—Capt. P. Lebold, Miss B. McKey, Lieut. A. T. Graham, Messrs. E. E. Fisher, W. K. Blessing, Dr. R. Spear, Mr. and Mrs. F. Griffith, Messrs. A. E. Headcock, J. W. Calver, E. H. Kämpf, Quan Chee, Quan Yum, Quan Ling, Li-hun Lo, Lo Ying Shim, Mr. and Mrs. So King Chee, Messrs. F. D. Murray, Tung Yee Li, Chun Mori, A. E. Waetjen, S. and V. S. Low, Collenshaw, G. E. Stallman, Mr. and Mrs. Pissie, Mrs. F. Abbott, Mrs. Mai Smith, Miss T. Howard, Messrs. Aoki Chong Kong Sue and Pio Tau

Beans, Sprout—Ah Choi

Beans Long—Tau Kok

Best Root—Hung Choi Tau

Brinjals, Green—Cheng Yuen Ker

Brinjals, Red—Hung Ker

Brassicas—Pak Choi

Bamboo Shoots—Chook Shun

Cabbage, Chinese, com.—Kai Choi

Cabbage Root—Kai Lan Tau

Cabbage, (Shanghai)—Yeh Choi

Cane Shoots, bunch—Kai Shun

Cauliflower, Large size—Tai Yeh Choi

Ft. .... each

Cauliflower, Medium size—Cheung Yeh Choi-fa

Cauliflower, Small size—Sai Yeh Choi-fa

Carrots—Kam Shun

Celery, Chinese—Tong Kan Choy

Celery, English—Yeung Kan Choi

Chilies Dried—Con Lat Chiu

Red—Hung Fa

Green—Cheng Lin Chiu

Curry Stuff, English—Ku Len Choi Liu

Cucumbers—Cheng Kwa

Bitter Squash—Fu Kwa

Garlic—Seen Tau

Ginger, young—Sun Tsz Keung

old—Lo Keung

Horse Radish, Shanghai—Lik Kun

India Corn—Suk Mai

Lettuce—Young Sang Choi

Water Chestnut—Ma Tai

Mandarin—Kwei Lum Ma Tai

Muskmelon

Mushrooms Fresh—Sang Cho Kho

Onions, Bombay—Young Chung Tau

Green—Sang Chung

Shai—Shuang Hoi Chung Tau

Japan—Yat Poo

Okross—Mo Ker

Parley, English—Yeung Un Sai

\$1.60

Granus Pea

Green Peas—Cheng Tau

Potatoes, Sweet—Fan Shu

Shanghai—Sheung Hoi Shu

Tau

Japan—Yao Poon Shu Tau

American—Fa Ki

Foochow—Fuk Chau Shu Tau

Macao—Oh Moon

Pumpkin—Toong Kwa

Radish—Hung Lo Pak Tau

dozen

Rhubarb

Shalots—Cin Chung Tau

Spinage (Chinese)—Paw Choi

Tomatoes—Fan Ker

Taro—Wu Tau

Turnips, Pun-ti (Long)—Low Pak

English—Young Low Pak

piece

Vegetable Marrow—Chi Kwa

Water Cresses—Sai Yeung Choi

Caltrops—Lan Kok

Lily Roots—Lin Ngau

Yams—Tai Shu

C. W. BRETT,  
Inspector of Markets.

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

G. A. WOODCOCK,  
Secretary, Sanitary Board.**HIPPING.**

## Arrivals.

Wongkoi Ger. a.s. 1,115, W. Reho, 25th Dec., —Bangkok 15th Dec., Timber and Rice—M. & Co.	
Tjimahi, Dut. a.s. 3,147, N.-de-Brouwers, 28th Dec., —Amoy 24th Dec., Gen.—C. J. L. Kniberg, Ger. a.s. 1,115, Chr. 'Uy-nen, 28th Dec., —Ballast, —Order.	
Sandakan, Ger. a.s. 1,115, G. Weendig, 17th Dec., —Sydney 2nd Nov., and Manila 14th Dec., Gen.—M. & Co.	
Saragan, Am. a.s. 424, Vittorio, 7th Sept., —Manila 4th Sept., Ballast,—Order.	
Simong, Dut. a.s. 1,200, Zuiderhoudt, 24th Dec., —Samara 15th Dec., Sugar.—Fat Hong.	
Standart, Nov. a.s. 3,044, H. N. Bull, 26th Dec., —Hilo 21st Dec., Sugar and Wood—Aagaard, Thorssen & Co.	
St. Maarten, Dut. a.s. 2,302, T. Fukin, 28th Dec., —Moj 22nd Dec., Coal—M. B. K. Hongkong, Ger. a.s. 1,100, E. Corel, 28th Dec., —Haliphong and Hoibow 27th Dec., Gen.—A. R. M.	
Standard, Nov. a.s. 1,063, Watson, 20th Dec., —Shanghai 25th Dec., Ballast.—Order.	
Suez, Russian a.s. 1,305, Miller, 20th Dec., —Canton 22nd Dec., Ballast.—Order.	
Hongkong, Ch. a.s. 1,164, John, 20th Dec., —Canton 20th Dec., Gen.—C. M. S. N. Co.	

Clearances at the Harbour Office.

Kutubor, for Kwong-chow-wan.

Kwangtung, for Shanghai.

Kwangtung, for Sourabaya.

Kwangtung, for Canton.

Glenloch, for Shanghai.

Bourbon, for Saigon.

Tsimshai, for Batavia.

Amoy 14th Oct., Ballast.—Yeng Chung.

Pechaburi, Ger. a.s. 1,173, Gosselisch, 24th Dec., —Bangkok 16th Dec., Gen.—M. & Co.	
Sandakan, Ger. a.s. 1,115, G. Weendig, 17th Dec., —Sydney 2nd Nov., and Manila 14th Dec., Gen.—M. & Co.	
Saragan, Am. a.s. 424, Vittorio, 7th Sept., —Manila 4th Sept., Ballast,—Order.	
Simong, Dut. a.s. 1,200, Zuiderhoudt, 24th Dec., —Samara 15th Dec., Sugar.—Fat Hong.	
Standart, Nov. a.s. 3,044, H. N. Bull, 26th Dec., —Hilo 21st Dec., Sugar and Wood—Aagaard, Thorssen & Co.	
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Standard, Nov. a.s. 1,063, Watson, 20th Dec., —Shanghai 25th Dec., Ballast.—Order.	
Suez, Russian a.s. 1,305, Miller, 20th Dec., —Canton 22nd Dec., Ballast.—Order.	
Hongkong, Ch. a.s. 1,164, John, 20th Dec., —Canton 20th Dec., Gen.—C. M. S. N. Co.	

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Kutubor, for Kwong-chow-wan.

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Kwangtung, for Canton.

Glenloch, for Shanghai.

Bourbon, for Saigon.

Tsimshai, for Batavia.

Amoy 14th Oct., Ballast.—Yeng Chung.

TSAI LIN.

SAILING VESSELS.

E. B. Sutton, Am. ship, 1,639, Butuan, 22nd Dec., —Haiphong 1st Dec., Ballast.—A. X. &amp; Co.

Eskimo, Br. ship, 1,670, Wm. McBuie, 12th Oct., —Manila 13th Sept., Ballast.—Order.

Prince George, brk. 472, A. R. Anderson, 18th Oct., —Manila 26th Sept., Old Iron-Order.

Steamers Expected.

Vessels From Agents Date

P. E. Friedrich Shanghai, M. &amp; Co. Dec. 31

Intimations

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Tls. 7,800 | Tls. 7,900 | Tls. 8,000 | Tls. 8,100 | Tls. 8,200 | Tls. 8,300 | Tls. 8,400 | Tls. 8,500 | Tls. 8,600 | Tls. 8,700 | Tls. 8,800 | Tls. 8,900 | Tls. 9,000 | Tls. 9,100 | Tls. 9,200 | Tls. 9,300 | Tls. 9,400 | Tls. 9,500 | Tls. 9,600 | Tls. 9,700 | Tls. 9,800 | Tls. 9,900 | Tls. 10,000 | Tls. 10,100 | Tls. 10,200 | Tls. 10,300 | Tls. 10,400 | Tls. 10,500 | Tls. 10,600 | Tls. 10,700 | Tls. 10,800 | Tls. 10,900 | Tls. 11,000 | Tls. 11,100 | Tls. 11,200 | Tls. 11,300 | Tls. 11,400 | Tls. 11,500 | Tls. 11,600 | Tls. 11,700 | Tls. 11,800 | Tls. 11,900 | Tls. 12,000 | Tls. 12,100 | Tls. 12,200 | Tls. 12,300 | Tls. 12,400 | Tls. 12,500 | Tls. 12,600 | Tls. 12,700 | Tls. 12,800 | Tls. 12,900 | Tls. 13,000 | Tls. 13,100 | Tls. 13,200 | Tls. 13,300 | Tls. 13,400 | Tls. 13,500 | Tls. 13,600 | Tls. 13,700 | Tls. 13,800 | Tls. 13,900 | Tls. 14,000 | Tls. 14,100 | Tls. 14,200 | Tls. 14,300 | Tls. 14,400 | Tls. 14,500 | Tls. 14,600 | Tls. 14,700 | Tls. 14,800 | Tls. 14,900 | Tls. 15,000 | Tls. 15,100 | Tls. 15,200 | Tls. 15,300 | Tls. 15,400 | Tls. 15,500 | Tls. 15,600 | Tls. 15,700 | Tls. 15,800 | Tls. 15,900 | Tls. 16,000 | Tls. 16,100 | Tls. 16,200 | Tls. 16,300 | Tls. 16,400 | Tls. 16,500 | Tls. 16,600 | Tls. 16,700 | Tls. 16,800 | Tls. 16,900 | Tls. 17,000 | Tls. 17,100 | Tls. 17,200 | Tls. 17,300 | Tls. 17,400 | Tls. 17,500 | Tls. 17,600 | Tls. 17,700 | Tls. 17,800 | Tls. 17,900 | Tls. 18,000 | Tls. 18,100 | Tls. 18,200 | Tls. 18,300 | Tls. 18,400 | Tls. 18,500 | Tls. 18,600 | Tls. 18,700 | Tls. 18,800 | Tls. 18,900 | Tls. 19,000 | Tls. 19,100 | Tls. 19,200 | Tls. 19,300 | Tls. 19,400 | Tls. 19,500 | Tls. 19,600 | Tls. 19,700 | Tls. 19,800 | Tls. 19,900 | Tls. 20,000 | Tls. 20,100 | Tls. 20,200 | Tls. 20,300 | Tls. 20,400 | Tls. 20,500 | Tls. 20,600 | Tls. 20,700 | Tls. 20,800 | Tls. 20,900 | Tls. 21,000 | Tls. 21,100 | Tls. 21,200 | Tls. 21,300 | Tls. 21,400 | Tls. 21,500 | Tls. 21,600 | Tls. 21,700 | Tls. 21,800 | Tls. 21,900 | Tls. 22,000 | Tls. 22,100 | Tls. 22,200 | Tls. 22,300 | Tls. 22,400 | Tls. 22,500 | Tls. 22,600 | Tls. 22,700 | Tls. 22,800 | Tls. 22,900 | Tls. 23,000 | Tls. 23,100 | Tls. 23,200 | Tls. 23,300 | Tls. 23,400 | Tls. 23,500 | Tls. 23,600 | Tls. 23,700 | Tls. 23,800 | Tls. 23,900 | Tls. 24,000 | Tls. 24,100 | Tls. 24,200 | Tls. 24,300 | Tls. 24,400 | Tls. 24,500 | Tls. 24,600 | Tls. 24,700 | Tls. 24,800 | Tls. 24,900 | Tls. 25,000 | Tls. 25,100 | Tls. 25,200 | Tls. 25,300 | Tls. 25,400 | Tls. 25,500 | Tls. 25,600 | Tls. 25,700 | Tls. 25,800 | Tls. 25,900 | Tls. 26,000 | Tls. 26,100 | Tls. 26,200 | Tls. 26,300 | Tls. 26,400 | Tls. 26,500 | Tls. 26,600 | Tls. 26,700 | Tls. 26,800 | Tls. 26,900 | Tls. 27,000 | Tls. 27,100 | Tls. 27,200 | Tls. 27,300 | Tls. 27,400 | Tls. 27,500 | Tls. 27,600 | Tls. 27,700 | Tls. 27,800 | Tls. 27,900 | Tls. 28,000 | Tls. 28,100 | Tls. 28,200 | Tls. 28,300 | Tls. 28,400 | Tls. 28,500 | Tls. 28,600 | Tls. 28,700 | Tls. 28,800 | Tls. 28,900 | Tls. 29,000 | Tls. 29,100 | Tls. 29,200 | Tls. 29,300 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36,500 | Tls. 36,600 | Tls. 36,700 | Tls. 36,800 | Tls. 36,900 | Tls. 37,000 | Tls. 37,100 | Tls. 37,200 | Tls. 37,300 | Tls. 37,400 | Tls. 37,500 | Tls. 37,600 | Tls. 37,700 | Tls. 37,800 | Tls. 37,900 | Tls. 38,000 | Tls. 38,100 | Tls. 38,200 | Tls. 38,300 | Tls. 38,400 | Tls. 38,500 | Tls. 38,600 | Tls. 38,700 | Tls. 38,800 | Tls. 38,900 | Tls. 39,000 | Tls. 39,100 | Tls. 39,200 | Tls. 39,300 | Tls. 39,400 | Tls. 39,500 | Tls. 39,600 | Tls. 39,700 | Tls. 39,800 | Tls. 39,900 | Tls. 40,000 | Tls. 40,100 | Tls. 40,200 | Tls. 40,300 | Tls. 40,400 | Tls. 40,500 | Tls. 40,600 | Tls. 40,700 | Tls. 40,800 | Tls. 40,900 | Tls. 41,000 | Tls. 41,100 | Tls. 41,200 | Tls. 41,300 | Tls. 41,400 | Tls. 41,500 | Tls. 41,600 | Tls. 41,700 | Tls. 41,800 | Tls. 41,900 | Tls. 42,000 | Tls. 42,100 | Tls. 42,200 | Tls. 42,300 | Tls. 42,400 | Tls. 42,500 | Tls. 42,600 | Tls. 42,700 | Tls. 42,800 | Tls. 42,900 | Tls. 43,000 | Tls. 43,100 | Tls. 43,200 | Tls. 43,300 | Tls. 43,400 | Tls. 43,500 | Tls. 43,600 | Tls. 43,700 | Tls. 43,800 | Tls. 43,900 | Tls. 44,000 | Tls. 44,100 | Tls. 44,200 | Tls. 44,300 | Tls. 44,400 | Tls. 44,500 | Tls. 44,600 | Tls. 44,700 | Tls. 44,800 | Tls. 44,900 | Tls. 45,000 | Tls. 45,100 | Tls. 45,200 | Tls. 45,300 | Tls. 45,400 | Tls. 45,500 | Tls. 45,600 | Tls. 45,700 | Tls. 45,800 | Tls. 45,900 | Tls. 46,000 | Tls. 46,100 | Tls. 46,200 | Tls. 46,300 | Tls. 46,400 | Tls. 46,500 | Tls. 46,600 | Tls. 46,700 | Tls. 46,800 | Tls. 46,900 | Tls. 47,000 | Tls. 47,100 | Tls. 47,200 | Tls. 47,300 | Tls. 47,400 | Tls. 47,500 | Tls. 47,600 | Tls. 47,700 | Tls. 47,800 | Tls. 47,900 | Tls. 48,000 | Tls. 48,100 | Tls. 48,200 | Tls. 48,300 | Tls. 48,400 | Tls. 48,500 | Tls. 48,600 | Tls. 48,700 |
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# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5847

四十年一月二十日

SATURDAY, DECEMBER 29, 1906.

六月三十日

九月二十日

13 PER ANNUM.

ONE COPY, 25 CENTS.

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### BIRTHS.

On the 15th inst., at Foochow, the wife of

John C. Oswald, of a son.

On December 19, at Shanghai, the wife of

J. K. KOPelman, of a son.

On December 19, at Soochow, the wife of

W. W. BROCKMAN, Soochow University, of a son.

On December 22, at Shanghai, the wife of

P. N. KARANJA of Messrs. Framjee Sorabjee & Co., of a son.

### MARRIAGES.

November 20, at Bromley, E. J. LEWIS to

ALICE MARY, daughter of late E. Burnie, of

Hongkong.

On December 12, at Peking, the Rev.

ARNOLD GROSE BRYSON, of the L.M.S.

Tsingtao, to ORAHL LENWOOD, M.B.,

C.B., of the Women's Hospital, Peking, eldest daughter of the Rev. Walter Lenwood,

B.A., L.L.B., of Sheffield, Yorkshire.

On December 22, at Shanghai, HOWARD

C. J. WILSON, eldest son of John Wilson, of

Banff, Scotland, to LILIAN K. LUND, late of

the Victoria Nursing Home.

### DEATHS.

On December 16, at Shanghai, on board the

s.s. Poachi, ROBERT FURDON DUNMORE, aged 32 years.

On December 18, at Shanghai, ROBERT FELM, infant son of Mr. and Mrs. H. E. Campbell, aged 5 months.

On December 22, Shanghai, ALFRED, the eldest son of Captain J. A. Scott, s.s. Saw, aged 10 years.

SETNA.—To-day, the 27th inst., Victoria Hospital, Barker Road, Peak, Miss DRUNHABY SETNA (of Messrs. Phirozah B. Petit & Co.), aged 9. Deeply regretted. (Bombay and Shanghai papers please copy).

### THE HONGKONG TELEGRAPH

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, DECEMBER 29, 1906.

DOCK EXTENSION IN HONGKONG.

(continued from December 22.)

In another column we give the result of

the leasing by public auction this afternoon,

of a substantial portion of land, or rather

hillock, at Hung Hom, adjoining the Hongkong and Whampoa Dock Company's property,

which has been acquired for the purpose

of extending the No. 1 dock. The

land which has an area of 175,430 square feet

has been knocked down to the Hongkong and Whampoa Dock Company, Ltd., at the

offer of \$36,000. The scheme was considered in

camera at a meeting of the shareholders of

the Company on the 18th August last. It

was a scheme, according to Sir Paul Chater,

who occupied the chair, which involved a

total expenditure within a period of two or

three years of, at the maximum—or so it was

stated—\$32,000. The scheme purports

to extend the No. 1 dock, which is

known as the Admiralty dock, to a length of 700 feet so that it may accommodate the largest vessels entering the port of Hongkong. Of these there are only four steamships trading to Hongkong at present for which provision cannot be made at the No. 1 dock with its length of 576 feet, so that an expenditure of \$325,000 is to be laid out for the docking of four goliaths whose head office and whose interests are altogether on the Pacific coast. It is problematical if these vessels will ever be docked at this end unless in the unusual and extraordinary case of an emergency. However, that is not a question for the public Press to take within its purview; it is for the shareholders themselves to consider the advisability of the expediency of adopting or rejecting the measure proposed. We will assume that the shareholders have considered the lengthening of the No. 1 dock advisable in their own interest, and as voicing the shipping interests of the Colony we hail with satisfaction the proposition to extend the facilities, excellent though they be, for docking in Hongkong. But a measure of so much general importance involving an expenditure admittedly of over three lakhs of dollars, but which may ultimately end in anything approaching half a million, is one which certainly should have been given publicity and ample scope afforded for a public discussion to the best advantage of the shareholders. As it happened, the meeting on the 18th August last, though representative in a measure, was certainly not so largely attended as the character and importance of the scheme demanded for its thorough and proper ventilation. There was a scheme cut and dried, which, on the statement of the chairman, had been considered by the committee. The nature of the scheme, which must unquestionably have occupied considerable time in order to mature, was literally at a moment's notice foisted on the members at a private meeting assembled. Those of the shareholders who do not care to attend the informality of the half-yearly meetings as we know them in Hongkong were not permitted the opportunity of hearing even the skeletonized outlines of the scheme, although their interests were deeply involved. We have good reason to believe that since that meeting the discussion which originated on the spur of the moment was officially reported and copies of the transcription were printed, but, unless to the directors and possibly a few of the favoured shareholders, such report is to all intents and purposes, a dead letter so far as the general body of the shareholders or the general public are concerned. We are cognisant of the fact that strong opposition has been raised to the method of carrying out the scheme and means were proposed to be provided for the carrying out of the scheme, by raising at a most unfortunate moment the capital of the company by surcharging the share assessment with a premium of 100 per cent. We also know that representations were made against the projected procedure, of raising the funds and we know, moreover, that, in answer to these representations of the shareholders, the directors have decided that at the present moment an increase of capital may not be considered necessary. But that does not furnish us with any assurance that no such new assessment will ever be foisted, as the scheme has been, on the shareholders at a time when it may be most injudicious and impracticable to raise the money. Four years ago when the question of buying a site for an absolutely new dock was mooted and discussed with considerable warmth in the press and at public meetings of the company, the shareholders agreed to the extension of the dock, but the directors thought otherwise and shelved the scheme. Now they force it upon the shareholders willy-nilly, at a time when the cry is continually being heard of tightness of money throughout the length and breadth of the East. It is fortunate in one sense that as the result of the lamentable disaster of the 18th September last the Dock Company has reaped a large contribution of remunerative work, and we believe that this fact has been urged by the shareholders on the attention of the directors with the view of utilising the profits towards the appropriation of the money that has been collected by the arbitrary deductions from the wages and salaries of officers in the civil service of the Colony should be swept away by a stroke of the pen and irretrievably lost. Had that happened none of those interested in the Fund, none of those having a legitimate claim in the event of its distribution, could ever hope to trace the amount they had assisted to create, and the Colony would have acquired an addition to its revenue by perfectly illegal methods. Even as it is the Pension Fund operates in the most confusing fashion and very frequently to the gross disadvantage of the recipients of its bounty. We cited the case of a widow who has to walk a dozen miles in order to draw the meagre annual income of \$4 or \$5, and we have referred to the fact that although a man may have been compelled to add his quota to the Fund for twenty years it may yet happen that the provision which he has hoped would exist for his family after his death will be denied them under the regulations governing the granting of allowances. Many of the civil servants have never thought it worth while to devote a second thought to the matter, simply because they or their dependants are unlikely to claim relief from this impracticable form of life insurance, and look upon the monthly deductions as an unfair but legalised evil. As a matter of fact nobody appears to have penetrated the plan on which the Fund is worked and few can pretend to understand the exact meaning of the regulations which have to be applied when an application for assistance is made. However bad the principle on which the scheme was started, it was best that it should continue rather than that the money should be stolen for the doubtful benefit of the community and the undoubted injury of the contributors and beneficiaries. We know or have means of learning the amount at the credit of the Fund, but if that money were absorbed in the general revenue no auditor could tell, in a couple of years, what had become of it. It would have been dissipated in a variety of directions. Presumably those entitled to appropriations from the Fund would never have been allowed to suffer even in the problematical event of the Colony's bankruptcy, but that is no reason why the possibility should exist. As the result of considering the main objections to the scheme the Government withdrew the Bill which had been laid before the members of the Legislative Council and introduced a measure which was stripped of its predecessor's faults. That Bill was allowed to pass and the Fund is essentially in the same position as it was before. In Singapore, however, they were not half as sharp as in Hongkong, for the Government of the Straits Settlements was allowed to pass a Bill which swept the Fund out of existence. That occurred eighteen months ago, at a time when Singapore was rabid on the question of the expropriation of the docks and the scheme of dock extension and harbour improvements. Consequently it is probable that the master was lost sight of in the magnitude of the larger proposition, and became merely an uninteresting side line. Too late, the civil servants woke up to the loss of their Fund and memorialised the Secretary of State on the subject. The answer they received to that memorial is instructive and shows how amply warranted we were when we assisted squelching the Hongkong proposal. According to the Singapore Free Press, Lord Elgin has sent a wordy reply in which he traversed the objections submitted by the memorialists and politely ended with the remark: "It is necessary to add, however, that if I have dealt with their memorial at length, it must not be assumed that any useful purpose can be served by prolonging this correspondence." The Fund ceased to exist nearly eighteen months ago and it is impossible to revive it. Our contemporary also gives the following information: "Another letter from the Secretary of State for the Colonies directs ceasing the issue of the report of the fund, which was published in accordance with a pledge given to the unofficial members, and because, according to Lord Elgin, the rates of such pensions would not be liable to be increased hereafter or reduced under any circumstances." So that as far as the general public or the contributors are concerned there is nothing to show what has become of the money which stood in the name of the civil servants. That is exactly what would have happened in Hongkong and what we strove successfully to prevent. The result of the apathy shown in Singapore when the scheme was put forward fully justifies the course we followed when the matter was under the consideration of the Legislative Council of Hongkong.

have committed the manager of Powell, Ltd., for contempt of Court, and sent the financial expert who heads the directorate to the Tower. But being of a benign disposition more fitted to adorn the best parlour of a police court bench, he merely tapped out a question about the merits of the case. Now, it seems, "there ain't no such person" at Powell's as Marguerita. The commander of the forces of the military department absolutely denies, and is prepared to kiss the book, that she was ever familiarly dubbed Marguerita, even by the youngest and most kittenish apprentice on the premises. The others one and all assert that they were never called Marguerita and poking as though the name was a synonym for the neither regions, though why, nobody knows. It is unlikely that the male members of the staff would respond to a shout of "Marguerita," and none of them admit that he has any relative who at any time dons or doffs the charming name of Marguerita. Some of them pretend that they have sung about "Marguerita," but she was no relative to the party mentioned in Court. Then where is Marguerita? If we wanted Mary Ann, or Susan or even Venus and Diana they could be found at a moment's notice, but Marguerita is one of the other stories related to by Mr. Kipling. The mystic Maggie is not to be found in the Colony; she has disappeared like the Arabs of poetic fame who folded their tents, and she has as silently stolen away. So long as she does not steal right-of-way the general public can bear with the loss. Some of those who compose this cosmopolitan community have heard a story in which a lady is supposed to be shrieking for her wandering boy to-night. What can the feelings be of those interested in the wandering, wonderful, mysterious Marguerita?

### RAILWAYS IN CHINA.

In another column of this issue appear some particulars of the mission of H. E. Cheng Pao Seng to Singapore, which mission has for its object the raising of funds for Chinese railways. H. E. Cheng has, we learn from the Straits Times, already met with signal success, for he has managed to obtain from the Straits Chinese no less a sum than \$500,000 for the proposed railways in Fukien province. If this information is correct, and we have no reason to doubt it, continuous to the present, "then it is evident that this Chinese emissary is draining away from this Colony a considerable portion of its surplus capital; and we wish we could accept the assurance that the result will be beneficial to the Chinese residing in the Straits." With the generalisations set out in Cheng's "advertisement" to his compatriots, it is easy to agree. Undoubtedly, one of the most pressing needs of China is the means of rapid transportation. Until she obtains this, her potential resources, dwelt upon in glowing terms by all who know China, cannot be developed; and, given the judicious expenditure of capital in the initial stages and careful management after construction, any railway in any of the Provinces of China should become a financial success. The Chinese have all the qualities necessary to commercial success; but their success has been most marked in China herself when they have associated themselves with foreigners and accepted their advice and assistance. Knowing what we do of Chinese syndicate concerns, and having watched the slow progress made with the railway projects of South China for many years—due, to a great extent, to the distrustfulness of the people as well as the officials—we are not sanguine, remarks the junior Singapore journal, of the success of any railway undertaking in the South, unless foreign aid is invoked at the start. In other words, without imputing dishonesty or dishonest intention to Cheng Pao Seng, we take a pessimistic view of the enterprise in which the Straits Chinese are embarking their money.

After some further criticisms the same journal has the following trenchant remarks: "An excellent example of the way things ought not to done is provided by the Canton-Hongkong railway scheme. This is the project for which the Colony of Hongkong borrowed £2,000,000; that is to say, to prevent the concession from being taken over by a Belgian syndicate (with Russians in the background) from the original American concessionaires, the Colonial Government raised a loan, and then

idential meeting of the Board, the following reply was received:

Colonial Secretary's Office,  
20th December, 1906.

Sir.—In reply to your letter No. 250 of the 20th ult., I am directed to inform you that members of the Sanitary Board may be allowed to see the opinions of the law officers, bearing on points with which it is the duty of the Board to deal, on the distinct understanding that members of the Board must regard any such opinions communicated to them, in their official capacity, as strictly confidential.—I have, etc.,

(Sd.) F. H. MAY,  
Colonial Secretary.

#### AN UNRULY SAILOR.

27th inst.

Charles Rohar, an able seaman, on board U.S.S. *Colorado*, was in the Police Court this morning to answer two charges.

"There are two charges against you," said Mr. Hazelton. "Were you disorderly in Thomas' Hotel?"

"Well, if I was disorderly I was too drunk to know it," replied the defendant.

"And what about damaging property to the extent of seven dollars?" asked the Court.

"I guess they have my mixed up with some body else," said accused.

The No. 1 "boy" of the hotel, who prosecuted, said that accused went to the hotel yesterday and ordered a steak. Witness asked him to take a seat as it would take at least ten minutes to prepare the steak. Instead of that witness was chased in to the pantry. There accused picked up a bottle and threw it at witness's head. He missed the "boy" and broke a \$7 mirror. An officer was called in and accused given in charge.

His Worship fined him \$3 on the first charge, and on the second ordered him to pay the complainant \$7 for breaking the mirror.

#### FUN IN A PHOTOGRAPHER'S STUDIO.

JACK AND XMAS CARDS.

27th inst.

John Holland, a coal passer, on board U.S.S. *Colorado*, was arraigned before Mr. F. A. Hazelton, at the Police Court, this morning, on a charge of stealing two dozen Christmas cards, valued at \$6, from a photographer in Arsenal Street, disorderly behaviour on the premises, and assaulting an Indian policeman.

"I was stupid drunk," said accused "in answer to the charges, "and I did not know what I was doing."

The photographer stated that defendant went to his studio on the night of the 24th instant, and asked to have his photo taken. Witness informed him that he could not be done; he had better return in the morning. Taking off his "jumper" and throwing it aside, defendant according to the witness, rushed behind the counter, opened a drawer, took out a packet of Christmas cards and bolted. A policeman went after him and ultimately arrested the sailor after receiving two thumpings.

His Worship found accused guilty on all but the first charge. He was of opinion that defendant did not know what he was doing when he took the Christmas cards, and discharged him on that count. On the second charge, however, he was fined \$2 and on the third \$7.

#### A FOOTBALL ENTHUSIAST.

SMASHED A SHOW CASE.

27th inst.

A youth, fourteen years old and attending one of the local schools, is a football player of no mean order. Yesterday afternoon, he and a few others, who also belong to the same school, left their homes to go to Happy Valley to play a game of football. The first had charge of the ball. They could not afford to wait until Happy Valley was reached to start the ball rolling so he opened play. The boys were in good form. They dribbled along Castle Road, all along Elgin Road, and when Staunton Street was entered, play commenced. They passed from one to the other so furiously that one or two women walking along the road, narrowly missed coming into contact with the sphere. When the leather returned to the first player a cry of "about" went up, and he, steadying himself from falling into the gutter, let drive at the ball, amidst yells from the youngsters of "goal." The ball rose and sailed into a shoemaker's shop and smashed a show-case. Then there was trouble. The master of the shop rushed out and seized the lad, who was still wallowing, a trifl past though, for his football, and turned him over to a policeman, who escorted the young enthusiast to the Central Station. Two charges were entered against him—playing football in Staunton Street to the annoyance of the inhabitants, and damaging property. He was released on bail of \$10. He appeared before Mr. F. A. Hazelton, at the Police Court, this morning, and admitted the accusations. Inspector Smith, who had charge of the case, said that numerous complaints have been made to the police regarding the nuisance caused by a number of schoolboys who make Staunton Street a regular football ground.

"Don't do it again," said the Court.

The youth promised, and was fined \$5 and was also ordered to pay the shoemaker ten cents as compensation.

#### AN INGENIOUS REPLY.

"WHERE DID YOU GET THAT 'AT'?"

Inspector Collett, of No. 7 Police Station, arraigned *Lo Shui*, a bawker, before Mr. F. A. Hazelton, at the Police Court, this morning, on a charge of stealing an American campaign hat from one Wong Kau at West Point, yesterday.

"Where did you get that hat?" asked his Worship.

"I was walking along the street yesterday," began accused, "and I met a stranger, who put the hat on my head. I walked ahead and got arrested," he said.

The complainant, who is a cook, said he went out for a walk yesterday at West Point, wearing the hat. While in Wo On Lane somebody grabbed his hat and bolted. He gave chase and seized the defendant, later handing him over to a policeman. His Worship sent accused to goal for three weeks and ordered him to be exposed in the stocks for six hours.

#### CHINSE PAWNSHOP LOOTED.

ROBBERS ENTERTAINED.

27th inst.

Extradition proceedings were opened at the Police Court this afternoon, before Mr. C. A. D. Melbourne, against two Chinamen who are wanted by the Canton authorities on a charge of armed robbery, alleged to have taken place on the 20th April last in the Fa Yuen district, Tooting Shan market town, in the Kwangtung province.

Mr. G. E. Morrell, of Messrs. Denys and Bowley, Crown Solicitors, appeared for the prosecution; Mr. J. H. Gardner, of the police

of Mr. O. D. Thompson, who represented the prosecution, and Mr. C. D. Denys, Inspector Hazell, who acted on behalf of the police.

In outlining the particulars of the case, Mr. Morrell stated that on the 17th February last a theatre was visited in the Fa Yuen district. The same night eighteen men paid a visit to the theatre. The committee of the theatrical company, knowing these men were robbers, and being afraid of them entered them and invited them to supper that night. They then left. On the 11th April, went on Mr. Morrell, four men went to a pawnshop belonging to one of the committees of the theatrical company, and presented to the accountant, a gold bangle. They wanted to pawn the same and demanded \$50 for the article. The accountant first offered him \$10, but afterwards gave them \$25, which they accepted, and left after receiving a ticket for the bangle. On the 28th April, observed Mr. Morrell, the four men who pawned the bangle and another returned to the pawnbroker's establishment and presented a letter to the accountant. That letter was signed by one of the prisoners and demanded several hundred dollars. The pawnbroker, according to Mr. Morrell, said he had no money to throw away and therefore could not satisfy their demand. They threatened the accountant and the folks and left.

"And what about damaging property to the extent of seven dollars?" asked the Court.

"I guess they have my mixed up with some body else," said accused.

The No. 1 "boy" of the hotel, who prosecuted, said that accused went to the hotel yesterday and ordered a steak. Witness asked him to take a seat as it would take at least ten minutes to prepare the steak. Instead of that witness was chased in to the pantry. There accused picked up a bottle and threw it at witness's head. He missed the "boy" and broke a \$7 mirror. An officer was called in and accused given in charge.

His Worship fined him \$3 on the first charge, and on the second ordered him to pay the complainant \$7 for breaking the mirror.

had stayed. This is evidently the apparently false conclusion, that this was a robbery, a felony, and the colony has the right to demand a clear explanation.

There are two main accusations. Admirely, no present "boy" has exhibited positive eagerness in helping to carry out the plot. The committee of the theatrical company, knowing these men were robbers, and being afraid of them entered them and invited them to supper that night. They then left.

Lately judging from recent shipbuilding policy, the present Board does not appear to be sufficiently alive to the importance of having enough cruisers for the protection of commerce. It has sold, as old iron, ships quite capable of playing a useful part in guarding our mercantile marine in war. It has laid down nothing to replace the vessels thus sacrificed to a courageous stroke of the pen.

The various points we have raised are simple in their essence. They involve no complex technical considerations. They must appeal to everyone who places national security above party, and who is determined that the British Empire shall not be impelled by caprice or impolicy. The time has come to demand an explanation of proceedings which have caused widespread alarm, and to insist that intelligible reasons shall be furnished for changes which are disquieting and not understood by the public at large.

"We have the honour to be, Sir,

Your obedient servants,

H. SKYMOUR TROWER,

Chairman of the Executive Committee.

F. R. FREMANTLE, Admiral,

Vice-Chairman.

WM. CAUS CRUTCHFIELD, Secretary,

THE NAVY LEAGUE,

13 Victoria-Street, S.W.

November 28, 1906.

AN OBSTREPEROUS SAILOR.

John King, a fireman, on board U.S.S. *Maryland*, came before Mr. F. A. Hazelton, at the Police Court, this morning, to answer three charges: (1) drunk and disorderly in Queen's Road Central last night, (2) assaulting an Indian police sergeant while in the execution of his duty, and thirdly, with damaging a ricksha.

Inspector Smith stated that accused and a number of other sailors left T'omas' Hotel last evening and got into rickshas. Defendants and another sailor both jumped into one ricksha and the weight of the two sailors broke the shafts. They refused to pay for the damage done to the vehicle or to leave the ricksha. The Indian sergeant responded to the cooie's cries and was attacked by the defendant and knocked down. A few other officers went to the sergeant's assistance, but they also were beaten off by the accused and his chums. Ultimately, concluded the inspector, a telephone message was sent to the Central Station for reinforceents, which were sent out, and the defendant arrested.

"Was he drunk?" asked the Court.

"Very drunk, your Worship," replied the inspector.

"Was he noisy in the station?"

"Not very."

"How long have you been on board this ship?" inquired the Court of accused.

"Five months."

His Worship fined accused \$2 on the first count, and \$5 on the second. On the third charge he was ordered to pay the ricksha coolie \$2 compensation.

POLLUTED WATER SUPPLIES.

FURTHER MINUTE BY MR. HENRY HUMPHREYS.

27th inst.

Following is Mr. Henry Humphreys' further minute on the examination of the Colony's water supplies:

In the Government Bacteriologist's report of my minute of 10th December, 1906, he leaves unchallenged three of my most important statements, viz.: those having reference to—

(1) The rulings of the English Courts.

(2) Shallow wells in England being unable to pass a bacteriological test.

(3) No evidence being hitherto forthcoming as to sickness from polluted well-water in Hongkong.

The members of the Board will probably agree: (1) that the rulings of the English Courts, where the evidence of various experts is sifted to the bottom, cannot be lightly disregarded; (2) that if no shallow well-water can pass a bacteriological test, the adoption of such a test for shallow wells here is equivalent to their foreign universal condemnation; and (3) that where no evidence of ill effects has been forthcoming such an heroic measure is unnecessary.

Concerning another important statement in the minute the Government Bacteriologist asks that the authority be given for the following—that the *Bacillus coli communis* is often found in water above suspicion of pollution and where chemical analysis shows it to be pure its presence in such cases having no significance.

Admirably! Memoranda have become enigmatic utterances, difficult to understand, and capable of various interpretations. About two years ago a redistribution scheme was announced. The country was asked to note that at last a scientific organisation of our naval strength, exactly conforming to strategical requirements, had been attained. In addition to three large battleship fleets and cruiser squadrons, it was proclaimed that there would be a further powerful Fleet in commission in reserve, ready for any emergency. It was explained that this was due to the adaption of the system of nucleus crews, which permitted the Reserve Fleet to be kept in a state of immediate readiness, with a minimum of expenditure. These Admiralty arrangements appeared, at the time, to be satisfactory, and while it was widely believed that the scrapping of valuable ships had been carried much too far, the country was inclined to trust the Board.

Whether or not the perfection of organisation claimed for the Reserve Fleet was ever approached we cannot know. Now, however, it is announced that there is to be another reorganisation of the Reserve ships; accompanied by a heavy reduction—namely, six battleships and four large armoured cruisers—from the fleets in permanent commission.

What really contemplated is not yet clear; but the Board of Admiralty has declared, through the mouth of the Prime Minister, that this fresh redistribution "adds to the fighting efficiency of the Fleet." As the main feature of this scheme is a large reduction of the two-power standard is not in danger of being abandoned.

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## CENTRAL CHINA FAMINE.

24th inst.

The Colonial Secretary has kindly communicated to us the following:

[Telegram from H.M. Consul-General, Shanghai, dated 19th December, 1906, to Governor, Hongkong.]

"Central China Famine. I confirm following telegram sent to you: 'Famine Relief Committee appeal to you form a representative committee Hongkong collect further relief.'

[Reply from Governor, Hongkong, dated 21st December, 1906.]

"In reply to your telegram of yesterday's date, regret unable to form local famine relief committee. Despatch follows by mail."

[Despatch from O.A.G., Hongkong, dated 22nd December, 1906.]

"Sir—I have the honour to acknowledge the receipt of your telegram of the 19th instant, in which you request that a representative Committee should be formed in this Colony for the purpose of collecting subscriptions for the relief of the famine in Central China, and to enclose an *en clair* version of my telegram of the 1st instant sent in reply.

"While sympathising with the feeling of the Shanghai Community with regard to the unfortunate sufferers, I have reluctantly decided that, in view of the heavy call recently made upon the generosity of the public of Hongkong, in connection with the distress caused by the typhoon of September last, I should not be justified in lending my official sanction to the opening of a new subscription list at the present time.

The financial outlook in connection with the approaching Chinese New Year settlement has further tended to confirm my decision.

3. The leading Hongkong firms, as you are aware, represented in Shanghai and their subscriptions will doubtless go to swell the fund collected in your Settlement.—I have, etc.

(Sd.), F. H. May,  
Officer Administering the Government,  
His Britannic Majesty's Consul-General,  
Shanghai.

## EXECUTIVE COMMITTEE MEETING.

The Executive Committee met at the office of Brunner, Mond & Co. at 4 p.m. on Monday, December 17. The members present were:—Messrs. Ed. S. Little (Chairman), C. M. Ede and Cha Pao-san (Hon. Treasurer), C. Brodersen, Father Colman, A. E. Hippisley, Dr. J. R. Hykes, Chun Niachen, Jen Fung-ching, Sze Tze-yung, Tseng Shao-ching, and the Chinese and Foreign Secretaries. The Rev. Dr. Woods of Huslant was invited to sit with the Committee.

The minutes of the last meeting were taken as read. A correction was made, wherein Mr. Ed. S. Little as Chairman of this Committee was appointed to write to the Chairman of the International Red Cross Fund with reference to the transfer of funds still on hand. Messrs. C. Brodersen, E. de Bavier, Father Colman, A. E. Hippisley, M. Speelman, and Tseng Shao-ching were unanimously elected as additional members of the Executive Committee.

The Chairman reported that, as previously agreed, letters have been sent to missionaries in the famine area, that the Consuls-General had telegraphed to their respective Governments, that telegrams have been sent to the Lord Mayor of London, the American Asiatic Association of New York, to Dr. Knappe of Berlin, and to the Press Association of Paris, and that the various Cable Companies had sent the telegrams free of expense. The Chinese Imperial Telegraph Co. had also promised to send and receive telegrams for this Committee within a limit of 30 words for each telegram. A vote of thanks was extended to those different Telegraph Companies for thus consenting to send free message.

The Chairman reported that the Chairman of the Red Cross Fund states there was about Tls. 24,000 on hand, and that in a few days the Executive Committee of that Fund would take into consideration the possibility of transferring this amount to this Fund. The Chairman reported on his visit to Nanking, in similar terms to those already printed in the papers.

The Hon. Treasurer reported that the Commissioner of the Chinese Postal Department of Shanghai, M. B. G. de Galember, had arranged for sending letters connected with the Famine Fund in Shanghai free of postage. The thanks of the Committee were extended to M. de Galember and the Postal Department. It was also moved that M. de Galember be added to the list of the General Committee.

The Chinkiang Committee had agreed to co-operate with this Committee, and Messrs. McCrae and Walker had been appointed to act for that Committee in correspondence and conference.

The Treasurers were designated to open deposit in different parts of Shanghai for receiving old clothing to be sent to the famine district. Mr. Ede reported that up to the hour of meeting the two Treasurers had received Tls. 310,308 and Tls. 10,484.5.

It was moved and carried that telegrams be sent to President Roosevelt, to Mr. John Rockefeller, to Mr. Andrew Carnegie, and to the Lord-Mayors of Manchester and Birmingham, requesting that shipments of flour be made for the relief of the famine people. The Chairman reported that Mr. Tseng Shao-ching had prepared letters to be sent to the Chinese in foreign ports, and that these letters with an appeal from the two Treasurers would be sent by the next mail. It was decided that these be sent to different Treaty Ports in China urging a formation of Local Committees.

It was decided that a letter be sent to the Taotsai asking that passes be granted for transmitting food to the famine region, and in case this should be impossible, that the Viceroy be communicated with reference to this matter. The Chairman reported that the Viceroy had already agreed to provide steam launches and boats free of charge for conveying food from Chinkiang up the Grand Canal.—The Viceroy was requested to appoint officials to look after this at Chinkiang. The question of providing a sanitary department at the concentration camps was taken into consideration. A telegram from the Viceroy addressed to Shen-Kunpo was read, wherein it was stated that he had deplored Mr. Sze Tze-yung and Taotai Hsu to go in person to the famine district to act in the distribution of relief. A letter from a foreigner in Nanking was read, stating that there were 30,000 refugees in that city and asking for help. It was decided that our funds are insufficient at present to send to that place. In response to a telegram sent on Saturday to different cities in the famine region replies had been received from Hauchou, Yaomao, and Tsin-kiang, asking that money be sent for distribution.

After discussion as to mode and place of distribution, it was decided that names of suitable foreigners and Chinese in the famine region be submitted to the Committee, from which Local Committees will be appointed to act in important centres for the distribution of relief.

The Committee adjourned at 7 p.m.

GILBERT REID, Hon. Secy.

SHEN-KUNPO.

## REPAIRING THE "FRONDE."

DOCK TENDER ACCEPTED.

FRENCH GOVERNMENT APPRECIATION.

24th inst.

Amongst the many vessels badly damaged by the typhoon of memorable 18th October last, it will be remembered that the French torpedo-boat "Fronde" was pretty badly damaged. This vessel is built of the very finest specially prepared steel, and when, in Kowloon Bay, she was literally "sat upon" and pounded by a vessel which had broken her moorings and gone adrift, suffered considerably, almost the entire fore-part of the vessel being crushed like matchwood, out of all semblance of a naval vessel. She was temporarily beached, and then came the question of repairing her. The Hongkong and Whamdon Dock Company were asked to submit a tender for putting the hull of the "Fronde" into thorough repair in order that the French naval authorities might consider whether the torpedo boat was worth spending money upon, having due regard to her age, the considerable amount of damage she had sustained, and her actual present value. The Dock Company thereupon put the "Fronde" on the stocks, and thoroughly overhauled and expertly examined her. After taking time to consider the matter, the company made their tender, the figure being telegraphed to the French naval authorities for their consideration. We are now courteously informed by Mons. Gaston Lebellet, Consul for France, that the French authorities have accepted the Dock Company's tender, at the same time declaring it most reasonable, just and fair. When the "Fronde" was so apparently hopelessly damaged, the French cruiser "Grenouille" took off her guns, of which she carried seven, with all her torpedoes, and transferred them to the arsenal at Saigon, where they will be replaced on board the "Fronde" when she is repaired here, and able to proceed to that port, which it is expected, will be about the middle of February, when a French cruiser will be sent up from Saigon to tow the "Fronde" thither. In the meantime the work on the boat is being pushed rapidly.

AN OVERTURNER OF RICKSHAS.

Joseph Mutch, a sailor on board H.M. surveying ship "Waterwitch," was the next defendant. His fit of merriment took the form of overturning rickshas along Queen's Road East and rolling the coolies in the mud. He admitted the two charges preferred against him—disorderly behaviour and assault. He was fined \$2 on the first count and \$3 on the second.

## AN OLD OFFENDER.

No one attached to the Magistracy was surprised this morning when they saw Michael Kaby took the music again. On the last occasion Kaby took such a handful of firewater that it took him nearly a week in hospital to recover himself, and when he was taken before the Bench he was fined and bound over in the sum of \$5 to be of good conduct for six months. That was about three weeks ago. The charge against him this morning was that of being drunk and incapable, which he admitted. He was fined \$3 for that offence, his \$2 bond was ordered to be forfeited, and he was fined over to keep the peace.

## A DANGEROUS MAN.

Lewis Stroich, a fireman employed on board a German steamer, admitted the two charges preferred against him by Inspector Gourlay—drunk and disorderly and carrying a dangerous weapon without police permission. The defendant after leaving a house in Ship Street was seen suddenly to pull out a dagger and swing it above his head, careered down the road. Policeman Sutherland soon had the German under control and on the way to the station. He was fined \$3 on the first item and \$5 on the second, and the dagger ordered to be confiscated.

## LUKONG KICKED.

Moral Katie, another seaman, fell asleep in his ricksha along the Praya East last night. A Lukong seeing the unconscious man, stopped the vehicle, and roused him. Katie sprang out of the ricksha, picked himself up, and sailed into the Lukong feet first. He was arrested on a charge of assault, and Mr. Hazelton fined him \$5 this morning.—A German sailor from the "Purit Bismarck" paid \$3 for being drunk last night.

## BEGGING.

The next ten lots were sold as one lot, and comprised Registered Marine Lots Nos. 1 to 10, situated at Shaukiwan, containing 20,196 square feet, and bearing an annual Crown rent of \$1,200. This lot became the property of Messrs. Butterfield and Swire for the sum of \$34,82. There was no competition in the bidding, and the property changed hands at \$34,82. This lot included Inland Lot No. 408, with an area of 20,196 square feet.

## HIGHWAY ROBBERY.

ONE AN ARRESTED.

Shortly before mid-day on Saturday last a Chinaman while on his way to Chinawan, via Lai-chi-kok, was "held up" by four men and robbed of all he possessed—\$8. The robbers, it appeared, sprung out from behind some trees and partly blinding their man with a handful of lime, set upon him with bamboo poles. When they had him overpowered he was searched and his money stolen. The robbers then fled. The unfortunate man continued his journey, and on arriving at the next village identified one of the robbers among a crowd of villagers. He gave the alarm and the man was arrested and removed to Yaumati Police Station, where he was charged with robbery. Inspector Macdonald examined him before Mr. F. A. Hazelton, at the Police Court, this morning, and the case was remanded.

**CHINESE ADMINISTRATIVE REFORM.**

Writing to the *N. C. D. News* on the 7th, the Peking correspondent says:—Some days ago I sent you a letter regarding the proposed organization of the various Provincial Governments and the gist of the proposals from Prince Ching and Councillors on Internal Government Reform to the various Viceroys, Governors and Tartar Generals throughout the Chinese Empire. Most of the Viceroys and others have now telegraphed their reply to the Government, and of these the most important is from Viceroy Yuan-hui-kai. His Excellency's recommendations are as follows:

1. The abolition of the various territorial Taolais.

2. The retention of the Customs Taolais who shall act as intermediaries with foreigners.

3. The retention of Prefects, Departmental Magistrates and District Magistrates.

4. The abrogation of the Sub-Prefects, assistant Sub-Prefects and Sub-magistrates.

5. The establishment of a Yishihkuu, or Association for the Discussion of Territorial Affairs in each district.

6. The establishment of a Shen-tai-pao or Court of Justice in the various provincial capitals and a Futsai-pao and Hsieh-pao, or Prefectural and District Courts of Justice in the various prefectures and districts.

7. The establishment of a Taicheng-shih or Director of Financial Affairs, while the existing Pacheng-shih or Provincial Treasurer, is to have sole charge of civil appointments and also of agricultural, industrial and commercial affairs in each province.

8. The establishment of an Inspector of Educational Affairs in each district.

9. The establishment of offices charged with police, salt and military affairs in each province.

10. In order to save time and trouble all the Prefects, Departmental Magistrates and Magistrates are to report to, and receive their orders directly from, the Viceroys, Governors or Tartar Generals instead of through the Provincial Treasurers, Judges and Taotais as heretofore.

11. The establishment of a Hsunching-shih or Director of Constabulary in each province.

12. The augmentation of the salaries of all descriptions of officials in the Provinces so as to enable them to live on their pay. Thus any officials are to be severely punished according to law in case they are found guilty of receiving or extorting money or bribes from the people in future.

It is said that, owing to the different opinions expressed by the various Viceroys and Directors of Constabulary in each province, it will certainly take some time for the Councillors on Internal Government Reform to arrive at any decision in the matter. Discussions are taking place on the subject every day, in the Peiyangkung in the inner city of Peking, and Mr. Yuan is in constant telegraphic communication with the Councillors.

After discussion as to mode and place of distribution, it was decided that names of suitable foreigners and Chinese in the famine region be submitted to the Committee, from which Local Committees will be appointed to act in important centres for the distribution of relief.

The Committee adjourned at 7 p.m.

GILBERT REID, Hon. Secy.

SHEN-KUNPO.

## EXCITEMENT AT WANCHAI.

LAWBREAKERS BEFORE THE BENCH.

24th inst.

That there was something happening Wanchai on Saturday and Sunday night, and that the policeman in that vicinity were put to the test, is manifested from the number of persons who appeared in the Police Court this morning on charges of being drunk and disorderly. The first man to come before the Bench was a Japanese named Nomoto Otsu. He was charged with disorderly behaviour, damaging property, and assault. Otsu who was wild from drink, went into the War of the Soldiers' Club and ordered a drink. He was told as quietly as possible by the barman that no civilian was allowed to be served there. Otsu then went about to smash up the house.

Rushing up to the sideboard, he seized every glass in sight and flung them about the room. In less than a minute the floor of the room was covered with fragments of glass, and those persons who had dropped in for a quiet drink had to be on the hop to keep clear of the flying missiles.

The Jap was seized and handed over to a policeman who proceeded to take him to the lock-up. Otsu turned on the policeman and would have made the officer sorry he had come on that beat had not a couple of his bearers stepped in and gave the Jap his bearings. Mr. C. A. D. Melbourne, before whom the Jap came, fined him \$1 for being disorderly, ordered him to pay \$8 compensation for the damage done, and asked him to pay a further sum of \$10 for punching the policeman.

A DELIGHTFUL PLACID CONCERT.

24th inst.

"A delightfully placid concert was held yesterday afternoon at the Government Civil Hospital, Nanking, and arrived at Nanking.

"These troops will remain there at present, and will be ready to reinforce any part of the imperial troops now encircling the insurgents at Nanking; and Liling that may need assistance. The above-named brigade of Nanking and the third that has been sent by His Excellency Viceroy Yuan-tang to crush the insurrection, and we learn that His Excellency is contemplating sending a fourth so as to make a clean sweep of the insurgents and prevent any more disturbances in the future. To the officers of every battalion of troops the Viceroy has sent instructions earnestly impressing upon them the importance of taking good care of all foreigners and native Christians who look to the Imperial Government for protection from harm.—N. C. D. News.

THE INSURRECTION IN XIANGSI.

24th inst.

"A Nanchang (capital of Kiangsi province) speech states that a strong body of foreign-armed troops sent by Viceroy Yuan-tang from Nanking in the action brought by Dr. G. McGlew, manager of Messrs. Carron & Co., No. 12, Kobe, against Mihami Kotaro and other sago palm leaf dealers for damages amounting to Yen 400 for breach of contract.

"As will be remembered, the proceedings were confined to the examination of the ground of the claim, and the judgment in it is a sense-interlocutory. The claim against two defendants—Ikebata and Miyaji (producers of the leaf) has been dismissed, while the claim against the two other defendants—Minamino and Nomura, has been decided in favour of the defendants.

The reasons for the judgment are given as follows:

1.—In considering the question as to whether

the sale of the leaf in dispute is a business

conducted in partnership by the four defendants, the Court finds that Exhibit No. 24,

which plaintiff maintains to be a contract of partnership formed among the defendants, contains statements as would lead one to assume such was the case, relating to the preparation of the leaf, and the sale thereof, or stating that one party undertakes the preparation and the other the sale of the leaf. But these are incorporated in a partnership it would be necessary to provide some funds, forming the basis of a partnership business. In the exhibit quoted, however, no provisions whatever are made indicating that any such fund was established. Stipulations are made as to the quantity to be prepared by the producer at Oshima and regulating the actions of the salesmen, dispensing of the goods at Kobe. This stipulation merely defines the limit of each party's responsibility. From this it is impossible to conclude that the salesmen agreed to contribute their services to the fund of the partnership as their shares, and the producers to contribute their goods as their share. On the contrary, Articles 25, 27 and 28 of the contract referred to provide that the salesmen shall receive 3 per cent. of the value of the goods sold as remuneration for their services. This clearly shows that the business was not intended to liquidate profit or loss from the result or working for a certain fixed period. It is further stipulated that the value of goods sold when irrecoverable, has to be regarded as the loss of the producer, which indicates beyond dispute that the salesmen would be responsible for such loss.

From this latter telegram it would appear that the Chinese military authorities have the matter well in hand and that the rebellion has been quashed in its infancy.—*Hankow Daily News*.

## ALLIED BRANCH OF CONTRACT.

CARLOWITZ & CO. v. JAPANESE DEALERS.

The full text in so far of the judgment delivered on the 26th ultimo in the Kobe Civil Court in the action brought by Dr. G. McGlew, manager of Messrs. Carron & Co., No. 12, Kobe, against Mihami Kotaro and other sago palm leaf dealers for damages amounting to Yen 400 for breach of contract.

As will be remembered, the proceedings were confined to the examination of the ground of the claim, and the judgment in it is a sense-interlocutory. The claim against two defendants—Ikebata and Miyaji (producers of the leaf) has been dismissed, while the claim against the two other defendants—Minamino and Nomura, has been decided in favour of the defendants.

The reasons for the judgment are given as follows:

1.—In considering the question as to whether

the sale of the leaf in dispute is a business

conducted in partnership by the four defendants, the Court finds that Exhibit No. 24,

## ALONG THE CHINA COAST.

II.

FURTHER NOTES BY A TRAVELLER.

A VISIT TO THE HANGCHOW BORE.

[Special to the "Hongkong Telegraph".]

## INTRODUCTORY.

26th Inst.

Although the proper place chronologically for this part of our series of notes is somewhat later on, we venture to present it here because of the more immediate interest it may have for our readers, who doubtless like to give their attention to a matter not too long after the incidents have taken place. Even now we are rather belated in our narration. And while the phenomena which we are about to describe occurs at regular intervals, it assumes such extraordinary magnitude twice a year that these times (the equinoxes, in April and October) really predominate when we attempt to characterize the essentials of the recurrent phenomenon, which without doubt is the most striking thing from a geographical point of view which is to be seen along the China Coast. The rugged coast-line, the many bays, the chain of islands fringing the coast, the whole gamut of geological and geographical forms which one encounters in such coastwise journey as we have made are all very striking and grand, and yet they are static, passive, after all. Great and notable as they are but silent, witnesses of those restless and resistless forces which have brought them into being. But, when one beholds the mighty Yangtze, attempts to form an estimate of the volume of silt carried seawards by the bore as it sweeps in from Hangchow Bay and dashes past Hangchow, a solid wall of water from two and a half to three miles wide, perhaps ten, twelve or even twenty feet high, with a speed of ten to twenty miles an hour, according to the intensity of the tide. Imagine if you can, one and three-quarter millions of tons of water passing by you each minute, in rush to continue several tens of minutes, and you will have no difficulty in believing that this surges of water makes itself felt as far as a big wave at Hangchow, thirty miles further inland and even for some miles beyond.

On the eighteenth of the first Chinese eighth month, i.e., October 5th, the greatest tidal bore in existence assumed its greatest intensity of the year and those who were fortunate enough to witness it saw a phenomenon which richly repaid them for their journey to the vantage point—Hangchow—a small town on the north shore of Hangchow Bay, the estuary of the Chien-tang Kiang, situated about thirty miles from the mouth of the river.

The writer, though prevented from going to Hangchow on October 5th, did the next best thing and spent the first and second days after the previous full moon (September 5th and 6th) in close observation of one midnight and two noon bores. Unlike the bores seen elsewhere which generally occur intermittently, the Hangchow bore ascends the river at every tide, though its magnitude and speed vary considerably with the general state of the tides, and semi-monthly maxima are attained at the third tide after each new and each full moon.

The latter affords a better opportunity to witness the bore under the more impressive and majestic stillness midnight, and the light and shadow of a moonlit scene. These semi-monthly maxima themselves attain greatest tides,—i.e., at the equinoxes. Of these the autumnal equinox is preferable because of the cool and, most probably, fair weather and the absence of mosquitoes.

Although observers sometimes go to Kunpu beyond the mouth of the river and others content themselves with a view from Hangchow, from the first of these places the bore is seen when not fully formed, its two initial sections not yet united, while at Hangchow, the effect, though still fairly remarkable, has completely lost its grandeur, and the best and most easily reached vantage ground is at the Haining Pagoda, though it is likely that at Kawbau, which is some five miles below the Pagoda, the bore is of even greater grandeur. This is close to the point where the two branches of the famous "Serpent Head," as the Chinese call it, meet; and some observers have reported thirty feet for its height there, as against nine feet reported at the Pagoda for the same bore, though we suspect that they refer to the height of the temporary waves caused by the impact of the two branches and not to the height of the bore-front proper, though the latter, not impossible.

## THE JOURNEY TO HAINING.

Haining lies within and near the north western side of the equilateral triangle formed by Hangchow, Ningpo and Shanghai, and is readily reached from the latter by means of the so-called canal "trains," steam-launches towing three to six boats of various kinds. One may hire a house-boat, Chinese or foreign style, or, as we did, take a cabin on one of the native passenger barges operated by the launch companies. Small cabins for two cost five dollars from Shanghai to Hangchow, and a very large one, enough for a party of six, eight, may be rented for twelve dollars for the one-way. Houseboats cost upwards of five dollars a day according to size and fittings, and towing is extra.

Two or three of these launch-trains leave Shanghai from their landings in Soochow Creek every afternoon about five o'clock and with fair weather and favourable tides reach Hangchow the next afternoon anywhere after three o'clock. Three companies are now running these trains, Tai Sheng, Chang, China Merchants' Island Steam Navigation Company, (not to be confused with the China Merchants' Steam Navigation Co. of larger fame,) and Ta Tung, a Japanese concern. All three of these have their offices on the upper side of Soochow Creek right by their respective landings. Everything is managed, in a creditable and business-like fashion, and one can make a fairly comfortable trip at a reasonable expense. Each day one of these companies takes cargo while the other two do not, and if you buy with your house-boat to join a rapid "tow," careful inquiry should be made as to which company is towing freight for that day and then secure towage from one of the others. Even here further inquiry will not be amiss, for of these two launches one is probably much the faster. It is possible, using the launch service, to leave Shanghai Friday night, see the Saturday night and Sunday afternoon bores, and be back in Shanghai Monday morning. By private launch even better time can be made, and a record run of forty-six hours, allowing fifteen hours at Haining to witness both a day and a night bore, and five hours of shooting during the return, was made by some Shanghai enthusiasts in October, 1902.

On the other hand, the pleasures of house-boating in the region traversed especially during the fall months, should not be underestimated, and if one is not pressed for time a very comfortable and interesting trip on a private boat, propelled by yellow and pole-poled landing at the Haining Pagoda at the end of the third day, from Shanghai will follow,

a full enjoyment of the local scenes which enliven the river and canal banks throughout the Yangtze delta. A satisfactory compromise between these two plans may be effected by taking a cabin passage on a launch-train as far as Samen on the Grand Canal, which is reached at noon of the day after leaving Shanghai, and then hiring a native boat to be lowered along narrow well-shaded canals to Haining, which under fair conditions should be reached by six or seven o'clock that evening.

Leaving the wharf in Soochow Creek shortly before sunset, we pass under the Garden Bridge, from which many pairs of curious eyes watch our departure, the sturdy little tug-puffing continuously and tooting spasmodically as it enters the Whampoa River to pass along the whole length of the Bund and into the City whence, thus affording an unexcelled view of Shanghai's glory. From our perch on the roof of the kitchen at the stern of our barge, aspagnolas in hand, we saw all there was to see and were much impressed with evidences of international trading going on, by noting the names and ports of registration of many ships from many climes. Among other things we were struck with the recent increase in Russian shipping, and whaling in the southern end.

Rounding a bend toward the southeast, just where the Catholic Cathedral is a notable landmark, we shortly afterwards pass the Kiangnan Arsenal and have our attention attracted by bugle calls sounded on two or three gaily-coated Chinese men-of-war. Our course was southward up the river to Sankou from thence west as far as the walled city of Sungkiang, and further, winding around in a loop by south direction, we passed out of Kiangsu province into Chekiang, and came to Kashin, a walled city with a Customs Station under the management of the Customs. Here we entered the Grand Canal and followed its southwesterly course through several unimportant but crowded places, at one of which, S men or Shih Men, we left the launch-train and proceeded in a native boat southerly toward Haining by means of the by-way canals which traverse the delta as frequently as cross-roads are found in the country districts of Western lands. At Samen, the Grand Canal proper makes a right-angled turn to the west as far as Dongji (or Tangji), where another right-angled turn gives it a straight course southward to Hangchow, its terminus.

All along we found the canals full of life, large boats laden with firewood passing down to Shanghai, while smaller boats with market supplies and other articles, were met plying between intermediate points. Large rafts of fir or bamboo, sometimes stretching as far as one could see, excited one's wonder as to how four or at most five men succeeded in managing them so well. Curious foot-boats here take the place of the slender boat so common in the anton delta as a rapid passenger craft. They are long narrow affairs and owe their name to the peculiar fashion in which they are propelled. A single boatman sits in the stern and "yulows" or wiggles a large oar and at the same time operates a long oar slung over the starboard side, by means of both feet placed on the inner end—one on the flat side of a good-sized wooden block attached to the oar-end at right angles. These boats carry passengers, mails and parcels between the intermediate places not served by the launch-trains or on the side canals.

On both sides of the canal, especially near Kashin, fine granite memorial arches and several pagodas stand conspicuous, having escaped or baffled the destroying hand of the Taipings, though more other thights in this region suffered woefully. At one turning point we noticed three graceful pagodas standing side by side.

## GENERAL CONSIDERATIONS CONCERNING TIDES.

Before describing the Hangchow Bore, as it should more properly be called the Haining Bore as we saw it, a few preliminary remarks about tides in general and especially about tidal currents in rivers may not be amiss. We all know that there is a considerable variation in the range of the tide at different places. But I doubt if many of us realize how great that variation is and how small the range is in some places where at first sight it should be considerable. Out in mid-ocean, for instance, an island like St. Helena is washed by a tide only about three feet in range; an enclosed sea like the Caspian or the Black is subject to no appreciable tides whatever, and even the Mediterranean, notwithstanding its connection with the great Atlantic is subject to the point where the two branches of the famous "Serpent Head," as the Chinese call it, meet; and some observers have reported thirty feet for its height there, as against nine feet reported at the Pagoda for the same bore, though we suspect that they refer to the height of the temporary waves caused by the impact of the two branches and not to the height of the bore-front proper, though the latter, not impossible.

On some of the straight stretches of the canal as many as three bridges were sometimes seen from a single position, for every village must have a bridge, and the settlements are so frequent that a canal is a veritable "stringtown on the pile," to use an American expression. When the canals pass through towns and villages, the natives seem to exercise their best ingenuity in obstructing the already narrow space to the utmost practicable limits; by building overhanging porticos and pavilions or, by mooring their craft on either side without regard to the resulting constriction. In many cases these bridge arches have a half-circle of opening and are fine examples of the stonemason's art and skill. With regular and solid granite approaches on either side, having often a simple open rest house, washed red on the outside, or a small group of houses at one end about which cluster a few large trees they often present charming pictures, especially when a bright day allows every outline to be reflected from the water, and the observer is sufficiently distant to miss the inevitable shadow of a Chinese rural dwelling place.

So-called river "guboots," usually tied up in a shady spot near a village, and large mandarin living on family boats were frequently seen. These bridge arches have a half-circle of opening and are fine examples of the stonemason's art and skill. With regular and solid granite approaches on either side, having often a simple open rest house, washed red on the outside, or a small group of houses at one end about which cluster a few large trees they often present charming pictures, especially when a bright day allows every outline to be reflected from the water, and the observer is sufficiently distant to miss the inevitable shadow of a Chinese rural dwelling place.

The most curious feature of all the craft encountered were the cormorant fishermen's boats or rafts, with the berumped and rather miserable looking black birds crouching upon them or swimming along side. Usually the fisherman was stamping rhythmically upon a loose board in the stern and yallowing his boat at a fair pace, some of the birds swimming alongside with a bubbling kind of motion in union with this stamping, and every now and then making a dive for fish which were no doubt expected to be attracted by the boatman's noise, though to judge from observation the returns for all this scheming were meagre.

Occasionally a grating sound under the bottom of the boat told us that we were passing over the loose central portion of the reed and bamboo fishtraps or "weirs" which frequently extended completely across the stream, but always with an apparently unoccupied reception or storage compartment at one corner.

At other times the progress of our light craft was somewhat impeded by the heavy growths of water weeds and reeds.

The banks of the canal are everywhere green and restful, and in the case of the smaller ways are often completely overhanging. We have seen nothing finer of the same sort anywhere. Bushes, great grasses, trees straight and tall, dwarfish and crooked trees, clumps of

trees and locusts, large graceful weeping willows, downy birches and blossoming covered with some delicate pink flowers, a beautiful scene for miles after mile.

The predominant feature is the mulberry tree, showing everywhere the importance of this region as a silk producer. To well-kept rows, crooked and wide-spreading branches hid beneath rounded canopies of huge pale-green leaves, the ground everywhere clear of other growth, these little trees represent no small part of the material wealth of a region famous for the splendid silken garments produced in its cities.

But these changes are gradual, not really sudden enough to constitute a properly called "bore." Prof. G. H. Darwin noted on the banks of the Severn during the spring tide, in Sept., 1859, that there was no proper bore, but only a succession of waves up stream, and a rapid rise of water-level.

In the case of the Seine river, which has been dyed as far as Rouen to admit vessels of twenty feet draught, it is said that there is a bore, "barre ou marelle" at every tide, ranging usually from eight to ten feet; which is probably accounted for by the fact that after Candebec and Quilleboeuf, the estuary is set with extensive sand-banks, between which flows a narrow navigable channel.

These bores are relatively small compared with that in the Chientang Kiang, while the destructive bore of the great Amazon is robbed of its impressiveness because it cannot well be observed on account of its very magnitude; moreover, it is as well as with the other rivers, it is only at spring tide, and with certain winds that the phenomenon is at all striking.

On the other hand the Haining bore occurs at every tide to a remarkable extent in any season and at certain times assumes colossal proportions and is very observable. For comparison it may be interesting to note the following description of the Amazon's bore or "prova" by I. Condamine:

"During three days before the new and full moons, the period of the highest tides, the sea, instead of occupying six hours to reach its flood, swells to its highest limit in one or two minutes. The noise of that terrible flood is heard five or six miles off, and increases as it approaches. Presently you see a liquid promontory twelve or fifteen feet high, followed by another, and another, and sometimes by a fourth. These watery mountains spread across the whole channel, and advance, with a prodigious rapidity, rending and crushing everything in their way. Immense trees are sometimes uprooted by it and sometimes whole tracts of land are swept away."

[To be continued.]

## THE AMERICAN DIAMONDS.

TO MR. J. L. RODGERS AND JUDGE L. R. WILFLEY.

The American Association in China, at Shanghai, as already briefly reported by special telegraph in our columns, gave a complimentary dinner to the Hon. James L. Rodgers, Consul-General, the Hon. Lebbeus W. Wilfley and officials of the United States Court of China at the Astor House Hotel, last night, says *N.Y. D. News*, "to thank the dinner, which was the largest gathering of Americans in a co-plenary banquet which has ever taken place in Shanghai, was of the usual elaborate American kind, every comfort of the ninety odd guests having been carefully studied. The banqueting hall was nicely decorated with flags and flowers, the Stars and Stripes covering the wall behind the top table. In front of the Chairman was an eagle surmounting an elaborate fancy dish standing on a small table. The flowers used in the decorations were either red or white, the tables were laid in tricolor, and bamboo and evergreens assisted to conceal the walls where the flags failed to do so. Dr. Gilbert Reid presided, Consul-General Rogers being on his immediate right and Hon. L. R. Wilfley on his left. There were also at the top tables District Attorney Bastelt, U. S. Marshal Leonard, Mr. F. S. Bourne, assistant Judge M. Supreme Court, Clerk of U. S. Court Dr. Hinchley, U. S. Deputy Consul-General Boyd, Commander Cutler, Lieut. Commander Mitchell, U. S. Cavalry, Lieut. Andrews in command U. S. Villalobos, Mr. H. De. Grav. Dr. F. L. Hawkes, Mr. J. R. Jernigan, etc. A string band was present and played popular American music during the evening.

The Chairman, Dr. Gilbert Reid, submitted the first toast of the evening, namely, the health of President Roosevelt. The toast having been honoured, the Chairman said this might be the annual banquet of the American Association, except that it was not. The arrival of their distinguished guests afforded them the opportunity of meeting round the festive board not only with them well dicing their stay in the city of Shanghai and in China, but also to carry out some of the purposes of the Association. This organization was meant to advance the interests of Americans in China, whatever those interests might be—commercial, educational, missionary or my other enterprise that might occupy the energies of Americans in this country. It was the interest of this Association to advance these commercial interests, but the main thing they recommended in advancing its relations and interests was that they were individuals joined together for impressing their ideas on the officials—sometimes unfavourably, sometimes to their annoyance and sometimes with approval, and then the Association received their blessing. Some months ago leave of absence was granted their Consul-General so that he might go to Washington that there were faults in their Bill. The speaker and his colleagues stood ready to do all in their power to put this Bill on a firm foundation. The Bill provided for the personnel of the Court and for the jurisdiction which would be the same as previously under the Consul-General, except that a few small cases would be left to the Consul-General. The law which would be administered would be the same as in the United States as far as applicable and as to procedure we would not make any changes in the procedure for the time being, for the reason that if changes were to be made it would be better to let them later on, after they had had experience and knew the necessities of the case. The rules adopted for procedure would be simple; some of the old rules checked had been adopted, but there would not be anything of that in the future. The rules would be simple, practical, and easily comprehended, by all the Court. The Court would be a district Court of the United States. It was a Court created by Congress pursuant to the treaty which exists between China and the United States. A constitutional Court could not be created in China; such a Court could only be created in the territory of the United States. They would observe that there would be no jury trial here and no assessors. Such rights as the Court had here were by reason of the act of Congress and not by constitutional rights. They were here really at the sufferance of the Chinese Empire and this made it more incumbent that they should themselves in a most orderly way conduct themselves in the most orderly way so that they set an example to the people among whom their laws were cast and show what the reign of law meant. It was more incumbent upon American than at home to be always law-abiding under all circumstances and conditions. Referring to the proposed general code of procedure, but there would not be anything of that in the future. The rules would be simple, practical, and easily comprehended, by all the Court. The Court would follow the methods of procedure and customs as in the Courts at home. It came naturally to members of the Anglo-Saxon race that they should have first purity of administration, second, cordial, fearlessness, and thirdly, common sense. These characteristics were common to Anglo-Saxon Courts everywhere. Whenever the English flag or the American flag floated they found the symbol not only of power, but of justice. (Applause.) They already had evidence in the provis on for the future in Judge Wilfley and the United States Court for China. In a very short time there would come the result they were all wishing for and that was a more proper establishment of the United States in China. (Applause.) He could convey to them as the sentiment of the Government of the United States at this time, the sincere wish that all good may be accomplished for the Americans in China, for the purposes of the Government in every way, and for the advancement of all the interests of Americans. He could also say that he had come from a land flowing with milk and honey and especially that honey of which Americans were accused of being proud. The prosperity of America at this time was such as to cause pride to grow in the heart of every American. Without boasting and with all soberness he could say that the condition of the country was wonderful and it would be strange indeed if they did not get some reflex benefit in China (Applause).

The Chairman said they had reasonable hope that the Committee of the East India and China trades Section of this Chamber deplore the disabilities under which the shipping of the United Kingdom labour owing to the provisions of the Chinese Passengers Act, 1855, and the Chinese Emigrant Ordinance (Hongkong), 1889, whereby British vessels are in many cases debarred from engaging in legitimate and profitable trade. (2) The recent instance of s.s. *Poughkeepsie*, which was chartered in London to carry coolies from China to Mexico under contract approved by Chinese Provincial Authorities and with the consent of the Mexican Authorities, and which charter had subsequently to be cancelled, is an illustration of the hardship suffered by British owners at a time when suitable employment for shipping is difficult to obtain. (3) The Committee therefore urges that the law and ordinance should at once be amended, as being unduly restrictive, and entirely out of date owing to the change of circumstances which has taken place since the regulations objected to were authorised by the Home Government and put into operation by the Legislature of Hongkong." A letter conveying the above-named resolutions to H. M. Principal Secretary of State for the Colonies was subsequently authorised.

## ACCIDENT TO GENERAL NOGI.

## SERIOUS REPORT.

On Friday morning, reports the *Japan Chronicle* of 10th inst., General Nogi met with a serious accident while on his way home from the Imperial Palace, where the ceremony of presenting regimental colours had taken place. It appears that the General's charger bolted near the Sakashita gate of the Palace, being startled by a carriage which was approaching at high speed. General Nogi was thrown off his horse into the roadway, but gained his feet without apparently being injured.

The General walked unassisted to the head-quarters of the Imperial Guard near by and while describing his mishap to General Ichiba, suddenly turned pale and grew incoherent in his speech. A doctor was at once sent for, and on his arrival General Nogi was quite unable to relate his experience. On examination it was found that the General was suffering from severe concussion of the brain, and he was immediately attended to by the doctors in attendance. His condition grew very dangerous, and Viscount Tanaka, Minister for the Imperial Household, repaired to the Palace and reported full particulars to His Majesty. Marshals Yamagata and Oyama, and Generals Nozu, Kiuchi, Obihiro, Kawamura and Nishi, with other officers and officials anxiously inquired as to the condition of the General.

Considerable anxiety was felt for some time, but at about 2.30 p.m. his condition improved a little, and at his own desire he was conveyed to his residence where he is now lying in a dangerous condition. The Crown Prince on hearing of the accident immediately sent a messenger to inquire after General Nogi's condition. The physician who attended him reported full particulars of the accident to His Majesty.

Judge L. R. Wilfley replied in a long and vigorous speech which was punctuated with frequent applause. He paid a graceful tribute to the good work done by Consul-General Rodgers, and he wished to assure his audience that Mr. Rodgers was fixed in the confidence of the Washington Government as firmly as he seemed to be fixed in the esteem of his fellow-countrymen in Shanghai. He would not commit the error of assuming that the demonstration that night was at bottom a personal tribute to himself and his associates, because in reality it was evidence of the deep interest which they as citizens of Shanghai had in the institution which they were undertaking to establish in Shanghai. (Applause.) This Court was their Court. It had been established at their behest and in their behalf. It would be largely what they made it. The success of this Court was largely in their hands; the standard of this Court would not permanently rise much lower than the standard of the good Americans

in Shanghai. Hence this demonstration, this eloquence on their part was accepted by himself and his associates as a source of inspiration in beginning their work and was a pledge that they would have his audience's cooperation in the establishment of this institution which they were founding. That the institution which they were founding would have achievements which were spontaneous and sold. The Washington Government was also interested, not only in the general welfare of Americans in China, but of the establishment of China in this particular.

While in Washington he had the opportunity of having several conversations with Mr. Root on matters pertaining to the Consular and diplomatic office of the Court. Mr. Root showed deep interest in the work of the Court and made many valuable suggestions. These were fortunate in having at the head of the Department of State, then Hon. Mr. Root, the knowledge of law and of politics, his keen insight into business and administrative affairs, his familiarity with the principles which underlay their constitution, his firm and comprehensive grasp of their problems which were arising out of their manifold and increasing relations with foreign nations, equipped him for the position in the State in which he stood.

## THE YUEH-HAN RAILWAY.

CHANG TO-CHAI WANTED.

[From a Correspondent.]

Canton, 24th December.  
The Mercantile Administration of the Kwangtung section of the Yueh-han Railway Co., Ltd., has despatched the following telegram to Chong To-Chai, who is at present in Macao, in reply to the one sent by him to the directors of the railway, in which he said he was old and sick, but would come on special conditions. The translation of the reply telegram is as follows: "The Yueh-han Railway Co., Ltd., to Chong To-Chai, Macao. Please come at once so as to prevent a collapse, as if you do not come trouble will be caused here. Try to come, even if you are unwell still, because there are most important matters to be considered, here, and you, moreover, are the principal shareholder, and should therefore be here to protect your own interests at this time. We hope, therefore, you will not fail to come at once."

(Sd.) The Mercantile Administration of the Kwangtung section of the Yueh-han Railway Co., Ltd.

## AN UNSATISFACTORY CONTRACTOR.

It is stated that the contractor, who undertook to reclaim certain portions of foreshore for the Yueh-han Railway for the purpose of enabling the line to be laid without any diversion, has proved very unsatisfactory. He has already borrowed, as an advance, big sums of money from the company, from time to time, and has now ceased the reclamation work altogether. On this account the Railway Company has handed over the contractor to the Namhoi magistrate, to be dealt with according to law.

## THE CHAU KONG COLLEGE.

Sometime ago H.E. Chow Fu intended to transform the Chau Kong College near his namesake into a reception-room, furnished in European fashion, but as the Yueh-han Railway Co., Ltd., desired to have an office in the City, H.E. Chow Fu has transferred the College over to the Railway Company.

## LITER IN SWATOW.

## FOREIGN MERCHANTS PASSIVE.

[From a Correspondent.]

Canton, 24th December.  
Mr. Wong Chau has come down from Swatow, as a special delegate, to pay a call on H.H.M.'s Consul-General here, to personally inform him that the latter will shortly be levied on Nanning on Christmas Day. Mr. Von Strach proceeded to open the new port of Nanning. His departure from Wuchow is regretted by his friends here, as he took a very active part in all local affairs, and he will be much missed. Mr. C. E. Tanant, from Shanghai, succeeds Mr. Von Strach as Acting Commissioner of Customs in Wuchow. Active preparations are being made to open the port and increase the trade of Nanning, and a Customs staff will, no doubt, soon be appointed to this new port.

## CONCERT.

The members of the Wuchow Club were "At Home" to the Captain, officers, and ship's Company of H.M.S. *Robin* on Christmas Eve, in the Club. A Smoking Concert was got up, and the local talent, with the assistance of the *Robin*, put up a very good show, which was much enjoyed and appreciated by all present, and encored when demanded were kindly given. Messrs. Darby Tyndal and Komarovoff directed the band, and their efforts were well received. The singing of Mr. Lord Dalcino Solo, "Eaudamante," Mr. Saastad, "Aye," Mr. Neubauer, "The Fisherman," Mr. Sarge, "Verner Gills," Mr. Ades, "Antenor Bush" concluded with a small sketch, which created roars of laughter. At the conclusion of the performance, speeches and toasts were given, the gathering dispersing shortly after midnight, all thoroughly pleased. The following is the programme rendered:

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1-Piano... "My Fair Lady" ... Mr. Jones  
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1-Piano... "Golden Sunsets" ... Mr. Komarovoff  
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THE SITUATION IN CHINA.—  
BY ONE ON THE SPOT.

A review of the situation in China—made on the spot—discloses certain facts which have a supremely important bearing on the history of the immediate future. The Government is in a turmoil, the "Reform" movement is rampant. Within a month the Court at Peking has issued edicts proclaiming, *inter alia*, the granting of a Constitution—which was followed the next day by another edict stating that it had been decided to defer the grant till some future date—the abolition of the use of opium within ten years; the enforcement of compulsory education amongst all classes of the community; and the immediate reform of the Administration on modern lines. It is hardly a day passes without some proclamation on such and similar matters of greater or lesser importance making its appearance in the Peking Gazette. All bear the same tenor—reform. All indicate that the central controlling force of this empire is, in a state of agitation.

The Board of Commissioners in Fukien Province, therefore, petitioned the Emperor and the Board of Trade to allow the construction of a railway in their Province, under the management of one Mr. Tan Po-him (Cheng Pei-keng), who was once, about twenty years ago, Minister, who has now retired from official position. This petition was granted, and Mr. Tan Po-him, who is reported to be a man of great experience, has already visited Amoy, Canton, and Shanghai, to learn something of railway management and also to consult engineering experts regarding the routes and construction of a system in Fukien.

"Having obtained this information, he attended a meeting, in the Province, of representatives of the Board of Trade and the Board of Commissioners. (This latter body seems to be some sort of Board of Directors or Committee, *ad. stritum*—*sic!*, *Straits Times*.) At this meeting, it was decided that the Company should be a joint Stock Company. Mr. Tan Po-him stated at this meeting that judging from the products of the Province and the possibilities of development of its natural resources, there was likely to be sufficient business for a railway line, and he had no reason to suppose that it could be constructed by them alone, as it is located in an interior part of China, and other countries.

Mr. Tan Po-him is now in Singapore seeking to enlist the interest of the Chinese residents in the scheme, and consulting and discussing the same with foreign experts. He has long coveted the glorious opportunities for "success" which the building of the "Imperial" (Customs) roads afford them, and in

whose eyes the banishment of the foreigner is the sole desirable reform. It is supported by the fact that without the funds accruing from the Customs levied on imports, the Treasury of the Celestial Empire is comparatively speaking, empty. These revenues have been hypothecated for the purpose of discharging liabilities incurred by way of indemnity for previous escapades on the part of China, her relations with the foreigner, and not only are they a standing reminder of certain humiliations in the past, but without them she is handicapped in her efforts to achieve the real aims of the "reform" movement—the banishment of the foreigner from her coasts.

Accompanying the "Express" is a formal prospectus. It appears too, formidable a document to translate in full, so we present our readers with the first seven paragraphs merely, as a sample of the translation that is placed in our hands; it will serve the double purpose of conveying information and of showing our readers what the editorial staff of a Far Eastern newspaper has to grapple with in the ordinary course of duty:

"The above is, we confess, the somewhat free translation of a somewhat idiomatic "Englishing" of the Chinese original. If it is lacking in information, therefore, or halting in style, we must ask our readers to keep the circumstances of its translation in mind."

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"That this Company has been registered in the name of "Hokien Province Railway Co., Ltd." This Company will not be administered by the Government but by a Board of Directors. The Government is only to protect the lines against any interruption to the Company by foreign干涉者.

"2. That a sum of only \$6,000,000 be secured for the commencement of this enterprise, the amount of which is to be paid by the powers that be, and the balance to be paid by the Chinese authorities.

"3. A 3% share is to be made up and the sum

of which is to be collected in three instalments.

"4. All dollars should be of 7.3 in transaction.

"5. This Company undertakes paying an interest of 1/6 per cent. per annum after receiving the said sum of \$6 and a receipt for same, will be given accompanied by a written share slip.

"6. The interest to be paid always by the third Chinese month.

"7. Only one written order be given to those who purchase one or more shares but only the number of shares in the slip differs.

"8. The receipt will at once be given if the amount of \$6 is paid all once without instalments, and the interest begins from the time the money has been paid. One tenth of the first only ten years' profit will be divided only to those who pay \$5 without having instalments for their prompt payment, but after this period every shareholder will be dealt equally."

## WUCHOW NOTES.

## CUSTOMS CHANGES.

Wuchow, 26th December.

Mr. E. Von Strach, who has been Acting Commissioner of Customs in Wuchow for some time, left Nanning on Christmas Day. Mr. Von Strach proceeded to open the new port of Nanning. His departure from Wuchow is regretted by his friends here, as he took a very active part in all local affairs, and he will be much missed. Mr. C. E. Tanant, from Shanghai, succeeds Mr. Von Strach as Acting Commissioner of Customs in Wuchow. Active preparations are being made to open the port and increase the trade of Nanning, and a Customs staff will, no doubt, soon be appointed to this new port.

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The *Admiralty* has received the following telegram from its correspondent at Peking: "Yang-hsiao-yi, Director of the Railways Bureau of the Ministry of Posts and Communications, has reflected the representations made by the Viceregal Liangkhang on behalf of the Canton against the use of British capital for the construction of the Canton-Kowloon Railway. A statement to the following effect has been made by Yang-hsiao-yi on the subject:

"The intention to obtain English capital for the construction of the railway in question is nothing new, negotiations on the subject have been entered into between Sir Ernest Satow, ex-British Minister at Peking, and the Chinese authorities. Since then, the Chinese have complained on various occasions but they have made no substantial preparation for the construction of the line. As the agreement between Great Britain and China has been duly signed by the authorities concerned, it is impossible for it to be withdrawn."

It is from the standpoint erected by this sentiment that the foreigner must, in his turn, relate his relations with the Chinese. However much the impartial observer may sympathise with the few enlightened men who really desire to see effective reforms accomplished, he cannot fail to be aware that such men possess no power under the existing regime, and that their propaganda is being used by the powers that be for the purpose of cloaking their true designs. Concurrent with the mendacious and verbose machinations of the foreigner, is the tendency towards action on the part of the people. The foreign population—resident, mainly in the treaty ports—numbers some forty thousand, half of whom are Japanese. And yet, even, one of those four hundred millions is shouting, or writing, or thinking—with one accord—the watchword or slogan, "China for the Chinese!" The feeling at the back of such a cry is evident; it is the presence, the influence, and the actions of the foreigner that have given birth to this slogan.

6. That a sum of only \$6,000,000 be secured for the commencement of this enterprise, the amount of which is to be paid by the powers that be, and the balance to be paid by the Chinese authorities.

7. The interest to be paid always by the third Chinese month.

8. Only one written order be given to those who purchase one or more shares but only the number of shares in the slip differs.

9. The receipt will at once be given if the amount of \$6 is paid all once without instalments.

10. The interest begins from the time the money has been paid.

11. One-tenth of the first only ten years' profit will be divided only to those who pay \$5 without having instalments for their prompt payment, but after this period every shareholder will be dealt equally."

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28. Only one written order be given to those who purchase one or more shares but only the number of shares in the slip differs.

29. The receipt will at once be given if the amount of \$6 is paid all once without instalments.

to negotiations with the Chinese in regard to pending and new business, the joint agents, while co-operating with, and supporting him, being relieved of these particular duties. Mr. Bland commenced his services in April last, and has been closely engaged, chiefly in Pekin, in the negotiations for the Canton-Kowloon railway loan and lately for the balance of the Shanghai-Nanking Railway Loan. The agreement for the former was signed on 1st ult., and the Imperial Edict in ratification is expected by the end of the month. The Corporation's offer for the balance of the Shanghai-Nanking Railway Loan has also been accepted and our representative will now be free to negotiate for other business, including the final agreement for the Soochow-Ningpo Railway Loan, and also to give his attention to the Ningpo Coal Concession, in regard to which no progress can be reported.

### THE TYPHOON AT HONGKONG.

In reply to Mr. C. Craig, Mr. E. Robertson (Dundee) said—Damage was done to the Kowloon coaling jetty, the extension works, the torpedo range, buildings generally, and the marshals on the Kowloon coaling ground, which were entirely destroyed. The total cost of making good the damage is estimated at £11,445, of which, approximately £6,115 will fall upon Navy funds and the balance upon contractors, who are responsible for works still incomplete. I regret to state that there is no hope of salvaging the *Phoenix*, which will be sold by public auction.

### ANTI-FOOTBINDING SOCIETY.

#### MASS MEETING IN SHANGHAI.

A mass meeting of the Tien-Tsu-Hui and its supporters was held in the Town Hall yesterday, says the *N.C.D. News* of 17th inst., the occasion being the transfer of the books and documents, together with the general control of the organization to the Chinese Committee. The Chinese tickets announced that the proceedings would commence at 2 p.m., but before 12 m. crowds were outside the main entrance awaiting admission. When the time appointed arrived, the hall was packed as it has never been packed before. The attendance is estimated between two and four thousand, and the larger estimate is probably nearer the mark. Every available inch of the Town Hall was occupied, and spectators crowded even into the gallery and the window recesses. The walls of the hall were draped with Chinese flags, and a large platform was erected at the west end for the accommodation of officials and foreign guests. For nearly two hours a continuous stream of Chinese, men and women, poured into the hall. When it seemed that the hall could contain no more they still continued to enter, while those who had already gained admittance good-humouredly allowed themselves to be packed even closer in making room for new-comers. When the long programme commenced those on the platform looked down on a sea of human heads. The proceedings were most orderly throughout. The speakers were listened to with close attention, and each remark was loudly applauded. There was really no necessity for the presence of stewards holding high a piece of card-board with the single character "silence" for those present had come to listen, and listen they did to the best of their ability. Most of the speeches, of course, were in Chinese, but to those foreigners who did not understand the language the dense crowd was a sight well worth seeing. On the platform, were Mrs. Archibald Little, and most of the ladies of the executive committee, with Their Excellencies Lu Hui-huan, Shen Tun-ho, Chou Wan-tang, Mr. Kuang (Mixed Court Magistrate), Mr. Tseng Shao-ching (Chairman of the Chinese Chamber of Commerce), and Messrs. Mah Sheng-pah and Mao.

After a selection of music had been rendered by the Metropole Band, the Chairman H.E. Shen Tun-ho, welcomed the assembly and explained the object which brought them together. Mrs. Archibald Little, then addressed the meeting, Dr. Gilbert Reid interpreting her remarks. She said that when the idea of starting the Society was first mooted foreigners thought it the silliest idea they had ever heard of. She and nine others gathered round a table on April 2, 1905, and each engaged to give or collect ten dollars. It was from this humble beginning the Tien-Tsu-Hui started. The first tract they selected for publication was by a Chinese lady. Since then a million tracts had been printed in Shanghai alone. She thought one of the best ways of distributing tracts was to the students at the examinations, and she also mentioned other suitable ways of forwarding the movement. The Committee had got up several competitions for the best essays against foot-binding, and for the best shoes for natural and unbond feet. It had met regularly once a month, except during the very hot weather, and she commended this custom to the new Chinese Committee. The Society had correspondents, with or without organized committees, in 50 Chinese cities, and she herself had addressed meetings in seven out of the eight vice-regal capitals; besides twenty-six other cities. Mrs. Little then narrated the steps she took to procure the Imperial Edict, against foot-binding, and mentioned that she had received nothing but courtesy and kindness from the Chinese officials and people. Finally she wished the blessing of heaven to rest on those Chinese men who took up the task of setting the women of China on their feet.

Mrs. Little then handed to H.E. Shen Tun-ho the ten annual reports of work done; samples of all the Chinese tracts issued; the Chinese collecting book; the Society's records and an authorization to obtain its remaining stock of literature. She mentioned that the Society was being started on its new era with 5000 volumes of literature, and a staff of about fifty honorary secretaries throughout the Empire.

After the applause with which Mrs. Little's remarks were received, had subjoined Mr. Tong Kai-sen, one of the Honorary Secretaries of the committee, expressed regret at bidding Mrs. Little farewell, and said that the Society's works spoke for themselves. The new committee would endeavour to carry on the work, though he was not so sanguine as Mrs. Little as to its being done better in the future. He then presented Mrs. Little and the Chairman with medals commemorating the occasion.

A lengthy programme followed. Mr. Dard accompanied by Miss Yen, played a concert solo. This girl of the Tien-Tsu-Hui school sang a song, and also gave a realistic representation of the evils of foot-binding on the platform. H.E. Shen Tun-ho, in a short but spirited speech described foot-binding as a vulgar custom, and wished the Society every success. Taotai Mah Sheng-pah delivered a powerful oration in the family, the irony of his remarks particularly appealing to his hearers. Finally H.E. Shen Tun-ho came to the front of the platform and unfurled a dragon flag. Then amidst cheers, and music by the band, the meeting dispersed. Those who attended will remember it as an epoch-making gathering in the history of China.

### FATAL ACCIDENT ON THE "EMPEROR OF CHINA."

#### BAD DEATH OF A FOREIGNER.

At the international Hospital, Kobe, on Tuesday (17th inst.), night, at about 10.30 John William Walker died as the result of injuries received by falling down a stairway on board the Canadian-Pacific steamer *Empress of China*.

From inquiries made by a representative of the *Japan Chronicle* it appears that the deceased went ashore at Yokohama, on arrival of the *Empress* from Vancouver, and after returning to the vessel late in the evening fell down a stairway which is reserved for the use of second-class passengers who are occasionally berthed with the first-class. Mr. Walker was one of the passengers so accommodated.

No one actually saw him fall, but he was found unconscious at the foot of the stairs by the ship's officers. He was at once put to bed and received every possible attention on board until the ship arrived at Kobe early on Tuesday morning, when he was immediately taken to the International Hospital. On examination by the doctors there it was found that the unfortunate man had sustained a very severe fracture of the skull, and although everything that could be done for him was done, he expired on Tuesday night without recovering consciousness.

We understand that Mr. Walker, who was only 28 years of age, had been engaged as engineer with Messrs. Flat Brothers, of Oldham, England, and had started for Japan to fulfil a three years' engagement with the Kangae-fu Spinning Company, Ltd. Sincere sympathy will be extended by the community generally with the relatives and friends of Mr. Walker in England.

### THE SHANGHAI RAIDS.

#### DETAILS OF GOODE'S ARREST.

The steamer *Shawmut*, on arrival from the Orient to Vancouver on the 13th ultimo, as already reported, was met at Well Head by provincial police officers, a police sergeant, and a constable who arrested Frederick Monteir Goode, alias W. W. Payne, aged 24 years, an Australian, at the instance of the British Consul-General at Shanghai, who cabled information charging Goode with forgery and embezzlement of the sum of £100 from the Shanghai Electric and Asbestos Company of Shanghai, of which he was secretary. He admits his identity and the offence, and will return without extradition "as soon as an officer arrives from China."

Goode is a young man of prepossessing appearance, says a Vancouver exchange, and no suspicion was held by the other passengers of the fact that he was the man sought when the police officers boarded the steamer. He had been a member of the groups in the various entertainments on board the vessel, and was popular with the other passengers.

When the police sergeant joined some of the passengers forward Goode was among the number. The description cabled mentioned a pince-nez and curly hair—the barber had seen to the change of the curly hair to a short cut and the pince-nez were gone; but the officer noticed the little red line left on the side of the nose of wearers of such glasses and he stepped toward the young man, who was on the passenger-list as "W. W. Payne."

"Mr. Goode," said the police officer.

The young man turned quickly: "Yes, sir."

He coloured recognising that he had admitted his identity and the offence.

"You know what I want you for, Goode?" queried Sergeant Murray.

"Oh yes," he replied resignedly.

It seems that Goode, who has been in Port Augusta, Western Australia, and has been in commercial life in the Orient—at Vladivostok and Shanghai—had a good position with the Shanghai company. He was the trusted secretary and sent cheques to the president and manager for signature, they signing same, as a rule, without question. He made two cheques payable to a bearer which they signed and he cashed them and took the money. There is little of this now in his possession, and the decoration on a silver cigar-case among his effects is mute evidence as to where the money went; moreover he does not deny it. Engraved on the corner of the cigar case is the word "Ethel"; it is the Christian name of a woman of whom he became enamoured, and he spent the money to give her pleasure, then disappeared, making his way to Shimonoseki, on a Japanese steamer and going to Yokohama by train embarking at the latter port on the *Shawmut*.

After his departure the Japanese police were asked to investigate his whereabouts and they reported to Shanghai that he had sailed for Victoria by the *Shawmut*. The British Consul-General at Shanghai then cabled to Victoria, and the provincial police arrested the fugitive on arrival.

### COMMERCIAL.

#### TO-DAY'S INTELLIGENCE.

Yesterdays—National Banks \$47, Union Insurance \$760, China Fires \$9, HK, C & M Steamboats \$27; Kowloon Wharves \$94, Hong Kong Land \$102, Humphreys Estate \$14, Electric \$14.

Sellers—Hongkong Banks \$83, Canton Insurance \$207, Hongkong Fires \$35, Indo-Chinas \$60, China and Macau \$51, Douglas \$37, Shell Transports \$0, Shanghai Docks \$1,00, West Point \$50, Hongkong Coltons \$1,00, China Borrows \$10, Comets \$12, Ices \$10, Ropes \$22 Powells \$2.

Alas—China Sugars \$12, Dairy Farms \$16, A. S. Watsons \$12.

Nominal—Raubs \$8, Hongkong Docks \$145, Hongkong Wharves \$1,23, Hongkong Hotels \$121, China Providents \$2, Tramways \$215, China Light and Powers \$10, Langkawi \$237.

### YARN MARKET,

In their report dated 28th inst., Messrs. Phitoshka, & Co. write:—Since the issue of our last Circular, dated the 14th inst., our Yarn market has ruled steady and where forced sales were effected prices gave way; the difference will be easily established when a comparison is made between the prices of our last report and the present ones.

We report in our last the failure of the largest Chinese firm of yarn dealers. We have now to record the failure of two others, who have followed the example of their predecessor and fled their petitions in bankruptcy. Thus three large dealers have suspended business within a fortnight. Such a state of affairs is unprecedented in the history of the Colony.

No. 10.—A good business is reported at declining rates.

No. 12.—A few of the selected threads found buyers in limited quantities at declining rates.

No. 16.—Only two selected threads changed hands at quotations.

No. 20.—Cheap prices induced some business.

The market closes steady.

Sales—5,155 bales of No. 10, 475 bales of No. 12, 250 bales of No. 16, 1 and 1,330 bales of No. 20, in all about 7,700 bales.

The market closes steady.

London—Bank T.T. .... 73

Do demand ..... 73/10

France—Bank T.T. .... 73

America—Bank T.T. .... 73

Germany—Bank T.T. .... 73

India T.T. .... 73

Do demand ..... 73

Shanghai—Bank T.T. .... 73

Singapore T.T. .... 73 X prem.

Japan—Bank T.T. .... 73

Java—Bank T.T. .... 73

Arrivals—Per steamers *Kumayama*, *Arras*, *Astar* and *Lightning* (from Calcutta) and *Simsi*, *Tetapi*, *Moro* and *Diles* (from Bombay), of about 7,000 bales.

Shipments—About 7,000 bales.

Exchange:—We quote, to-day, as under:

India T.T. at Rs. 107 per cent.

London T.T. at Sh. 9.10d.

Shanghai ..... 73 1/10d.

Silver ..... 73 d. per oz.

Bank of England rate ..... 73

Sovereign ..... 73

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